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REPORT OF ILLINOIS GRAIN DEALERS' CONVENTION IN THIS ISSUE

THE AMERICAN ELEVATOR AND GRAIN TRADE

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
Mitchell Brothers Publishing Co.

Vol. XXXV.

CHICAGO, ILLINOIS, MAY 15, 1917.

No. 11. { One Dollar Per Annum
SINGLE COPIES, TEN CENTS

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CHICAGO BOARD OF TRADE

Emphasize
Their

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DEPARTMENT

Because
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THERE'S SATISFACTION

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PROVISIONS,
STOCKS,
BONDS.

We solicit consignments and offers of
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Direct Private Wires to New York and Illinois and Iowa Points

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Secure Stocks of Seeds for Late Planting

We can now offer

German, Common, Japanese Millets,
Hungarian Buckwheat, Sowing Rape, etc.

We can also offer High Grade SEED and FODDER
CORN of strong germination

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Hay and Alfalfa Meal Products

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If you have Hay we want it—if you want Hay we have it. We have un-
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consignment. Kansas City handling charges the lowest, service the best.

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The WAGNER

Covers all markets. Ask for the weekly or
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grain literature.

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Grain Members New York Stock Exchange
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Members Chicago Board of Trade
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Established 30 years

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SAVE 50%

of the cost of unloading grain, seeds, coal
and any bulk freight by using the

CLIMAX SCOOP-TRUCK

A thousand men will certify that

Capacity 2½ Bushels Grain
200 Pounds Coal

Price \$11.00

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SCOOP-TRUCK COMPANY

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Ship your grain to us.

Chicago — Peoria — St. Louis

Ask for Bids

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ST. LOUIS
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PEORIA
11 Board of Trade

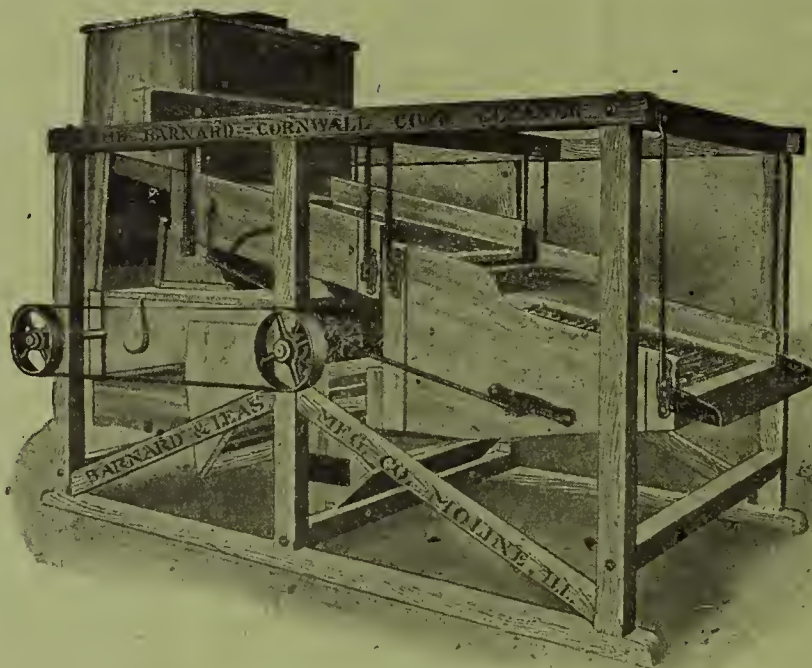
The Barnard-Cornwall Corn Cleaner

Is practically two machines in one—a corn cleaner and a receiving separator, according to the kind of sieves used.

Will clean wheat, oats and other grain as well as corn.

It has a double row of steel rods for separating the corn from the cobs and husks. Is equipped with our patent finger sieve which cannot clog. Has counter-balanced shaker, two air separations and the latest style feeder.

*The First
of the
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Corn Cleaners*



*Always
the Leader
in Capacity,
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and Durability*



The Victor Corn Sheller

Is known wherever corn is grown as the standard sheller. It shells corn economically, efficiently and easily.

Has spiral conveyor feed and is adjustable while running.

Install these machines and be ready for the new crop.

BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

"Speed Up"

Is the Cry Heard Everywhere

Now is no time to spend listening to idle talk. We must be up and doing. Every effort we can muster from farmer, mechanic, miner, manufacturer—every kind of labor—must be exerted toward utilizing and developing the greater resources of this country.

We must plant more, grow more, harvest more, build more, advertise more, buy and sell more, be bigger and better business men—in a word **"Do more."** And upon the farmer of the United States is laid the greatest obligation, for from the soil they must wrest more than they have ever before harvested.

Why This Message to You Grain Dealers?

With favorable weather conditions this season, the increased acreage and greater effort by the farmer, a large harvest is assured. And here enters the grain dealer for he must be ready to handle this crop with **efficiency and economy.**

He must make every minute count, for proper and efficient elevator equipment is the one implement at hand that can assist him. He must be economical, it is true, for economy is one phase of efficiency. But it is well to remember that economy is the judicious expenditure of money.

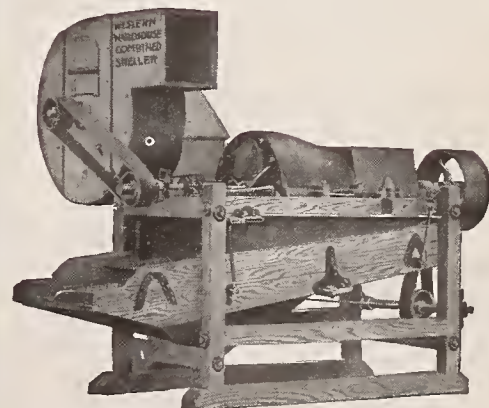
The Western Line

Western Shellers and Cleaners with their established reputation, together with a full line of Western elevating and conveying machinery, represent the greatest judicious expenditure, a real asset to every grain elevator man in the country. With it goes reliability, efficiency and economy, and assurance of greater capacity and larger profits for the coming year. Ask any Western operator, and write for illustrated catalogue.

Union Iron Works

Decatur, Illinois, U. S. A.

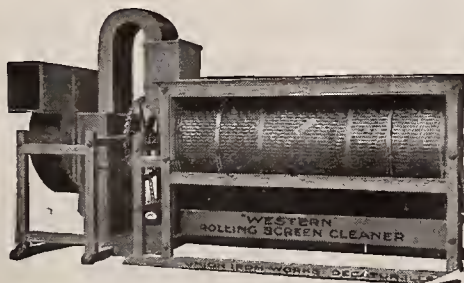
Complete line of Shellers and Cleaners kept at 1221-23 Union Avenue,
Kansas City, Mo.



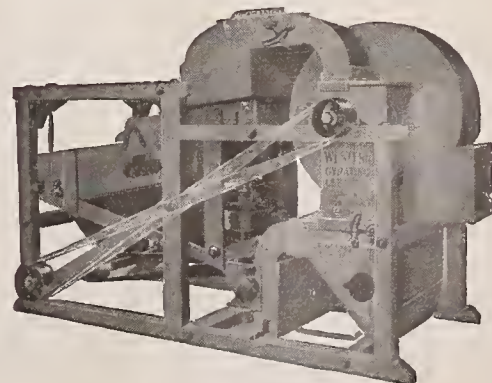
"Western" Warehouse Combined Sheller



"Western" Pitless Warehouse Sheller



"Western" Rolling Corn Screen Cleaner



"Western" Gyrating Cleaner

WAR

—Rallies Elevator and Grain Men to Protect Food Supply of Each Community.

(Community Marvel Miller's Helping Offer)

THE United States Government, and Governors of all States, bankers, elevator men, are providing farmers and planters with money, labor, tractors for plowing, and good seeds to provide the largest wheat crop that America has ever produced.

America will feed the world.

The recommendation is that each community raise and grind its own wheat—make a better barrel of flour cheaper.

Over 1,000 small town and community grain men and millers are doing this now, known as Community Marvel Millers.

This is a mutual association whose sole purpose is the making and marketing of a better barrel of flour cheaper and under one brand name, as widely advertised locally and nationally as the best known flour in America.

There are no restrictions, dues or combination agreements as to price.

This nationally advertised flour campaign, under the brand name FLavo FLOUR, has been going on all year. Only members of Community Marvel Millers, the owners of American (Midget) Marvel Flour Mills, can use this widely

advertised brand named FLavo FLOUR. People everywhere are reading about FLavo FLOUR, and the business of every member of Community Marvel Millers where every American Marvel Self-Contained Roller Mill is owned, is booming, because of the extra advantages in publicity which this flour is being given.

The man who owns an American Marvel Flour Mill, even of the smallest capacity, has a brand of flour which has all of this publicity back of it; and as far as the advertising and selling of his flour is concerned, he has all the advantages of the largest milling concern in America. All that is necessary for a man to have the right to use this FLavo FLOUR brand and more than double his business, would be to install an up-to-date American Marvel Quick-Process Roller Mill and make FLavo FLOUR.

This wonderful mill is made in capacities from 15 barrels per day, 25 barrels, 40 barrels, 50 barrels, 75 barrels, 100 barrels and up in units to any capacity desired. The moderate investment is easily handled, and bankers are advising elevator men to go into this at once.



The British Government has adopted the Tattersall Midget Mill to produce all the flour consumed by her six million troops. In a time like this when England demands every ounce of flour from the wheat, it certainly is a great endorsement of our mill to have it chosen for this important work. The AMERICAN (Midget) MARVEL mill with its many improvements over the English mill, by this endorsement given by the British Government, is the most efficient mill both in times of peace and in times of war.

The stampede toward better flour is now on among the people. Grain men are rallying to the call. It pays to please the people. It is profitable to prepare early. No time like the present.

There is every reason for the grain men of this country to prosper and at the same time be rendering a great public service by being able to supply each town and community with this better flour.

Write—Investigate—Community Marvel Millers Association Opportunity to make FLavo FLOUR.

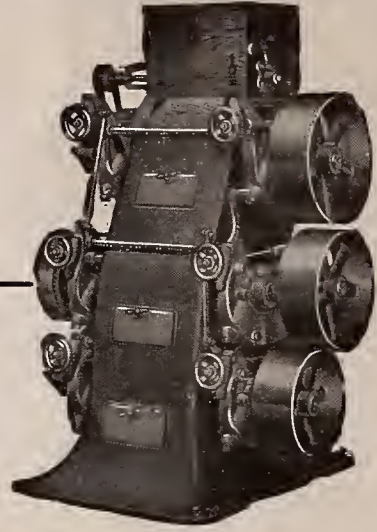
Community Marvel Millers Association
Care of Anglo-American Mill Company, Inc.
445 Trust Bldg, Owensboro, Kentucky

Without obligation please send me all facts, literature, etc., about the Nation-wide movement of Grain Men in making FLavo FLOUR and how I can start most promptly and easily to supply my exclusive territory.

Name

Address

Town..... State.....



You need this sturdy, capable, general purpose mill

For grinding feed, table corn meal, pearl meal, linseed, etc., you can use this mill with great profit. This mill is built by men who know milling conditions, for those who want the best in milling equipment.

N. & M. Co. Three Pair High Mill

It has the characteristic N. & M. Co. rugged strength combined with flexibility of operation necessary to handle widely different stocks. Will grind extremely fine, medium or coarse, just as you wish.

Solid one piece cast frame—doors for examining stock beneath each pair of rolls—Ansonia rolls with our easy running, long wearing, collar oiling bearings—one lever simultaneously spreads or closes all three pairs of rolls—any pair of rolls may be removed without disturbing the others—furnished with either belt or gear drive on slow side.

See book on Mills, No. 1290 for details.
If you haven't got it we will send it on request.

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Mill

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Marmon Co.**
INDIANAPOLIS, IND.

Established 1851

Ask for
Catalogs
on any
Equipment
you need

America's Leading Mill Builders





THE CONSERVATION OF ENERGY AND THE TRANSMISSION OF POWER

Blue Streak Belts Are Not All-Purpose Belts

Belts must be built to meet a definite class of conditions or they cannot meet efficiently any one set of conditions.

The very qualities that make Blue Streak Belts give surpassing satisfaction in meeting the exacting demands of main and other hard drives, sometimes make them less economical than our Glide and Klingtite Belts for a limited class of small light drives.

For some purposes Blue Streak Belts are too good. Blue Streak Belts are designed to give better service at a lower cost in the more exacting situations.

On the main drive where power-saving transmission and the reduction of shut-downs and delays is imperative they have proved their merit in all classes of industries.

On exacting minor drives on which belts not built to meet the definite conditions have made disappointing records, Blue Streak Belts are cutting down delays and belting costs and increasing output.

Is it any wonder that those who have seen the advantages of these belts clearly demonstrated in the drives that hitherto made them despair of getting better serv-

ice, want Blue Streak Belts on every drive in the plant?

So convincing are the Blue Streak records to master mechanics and superintendents that Blue Streak Belts are displacing the once well-esteemed leather belts.

On main and other hard drives they are giving better service at a lower cost than even carefully manufactured belts made of honestly selected leather.

They drive more efficiently because their co-efficient of friction is higher, because their slippage is less than that of leather.

They save power and money; they increase output.

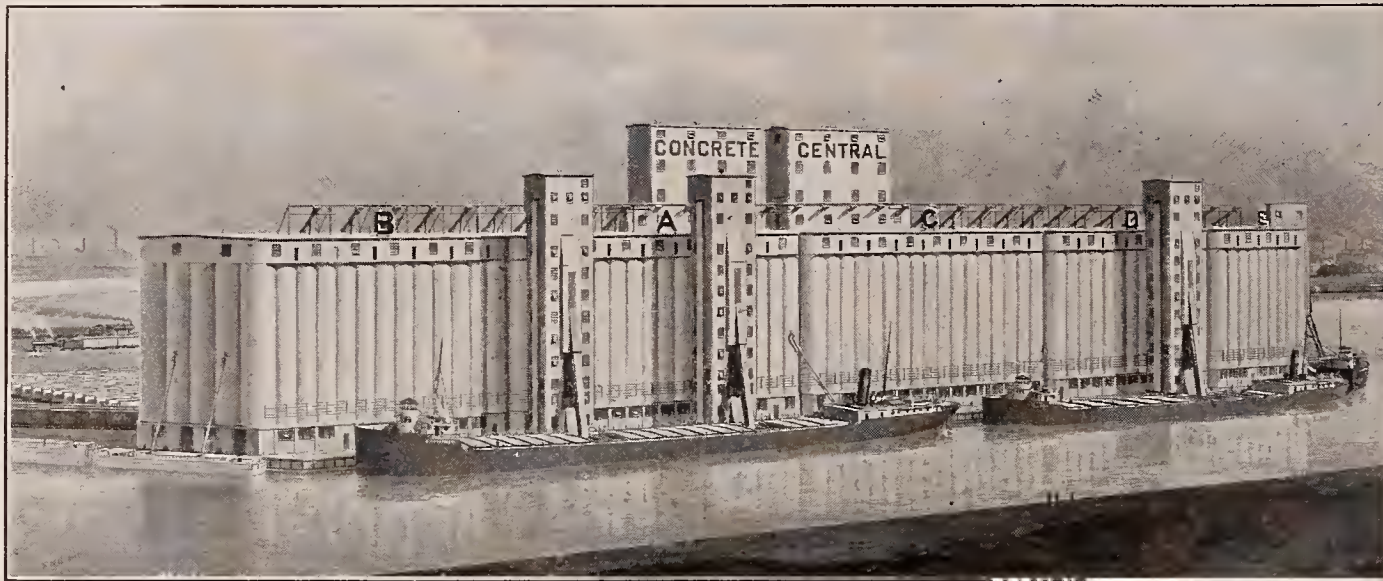
* * *

Write for our Encyclopedia of Mechanical Goods, containing specific recommendations for every operation involving conveyor and elevator belting. We believe this book is the greatest advance in the method of presenting and treating your mechanical and buying problems offered in the last twenty years. Both master mechanics and administrative executives are using it in revising operating costs downward. Send for it today.

The Goodyear Tire & Rubber Company, Akron, O.

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GOOD YEAR
AKRON



Concrete—Central Elevators, Buffalo, N. Y.

Total capacity of elevator when completed July, 1917, will be 4,500,000 bushels. It will be equipped with three Movable Marine Towers and one Stationary Marine Tower for receiving grain from boats, each having a capacity of 25,000 bushels per hour and ten Car Loading Spouts. The receiving capacity from boats will be 100,000 bushels per hour. The shipping capacity to cars will be 100,000 bushels per hour. The receiving capacity from cars will be 25 cars per hour.

Proof of the Superiority of Monarch Modern Elevator Construction

Concrete—Central Elevators—Built 1915, capacity 1,000,000 bu.; 1916 added 1,000,000 bu.; new contract awarded for 2,500,000 bu. additional.

Superior Elevator—Built 1914, capacity 1,500,000 bu.; 1916 awarded contract for Marine Tower and additional equipment.

Connecting Terminal Elevator—Built 1914, capacity 1,000,000 bu.; 1916 awarded contract for Marine Tower and an extension of elevator.

Archer-Daniels Linseed Co. Elevator—Built 1915, capacity 350,000 bu.; 1916 added 700,000 bu.

Shredded Wheat Co. Elevator—Built 1913, capacity 100,000 bu.; 1915 added 100,000 bu.; 1916 added 300,000 bu.

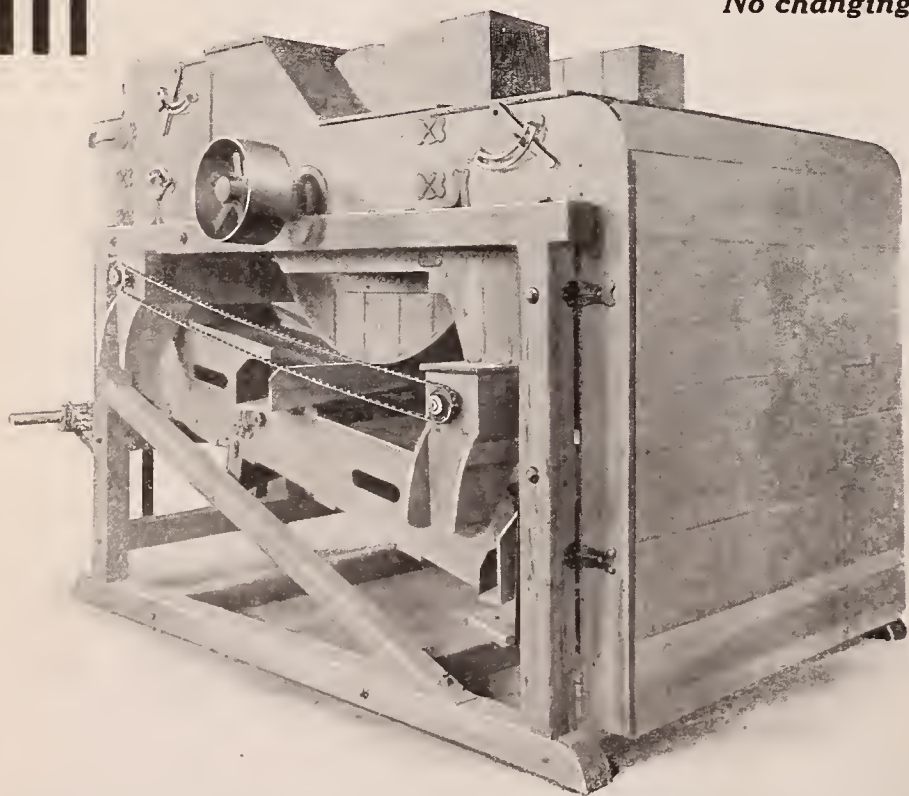
Grain Elevators Built in All Parts of the World

MONARCH ENGINEERING COMPANY, Chamber Commerce, Buffalo, N. Y.

A very successful combined cleaner for both

CORN AND SMALL GRAINS

No changing of sieves necessary



"Eureka" Combined Corn and Grain Cleaner

For handling corn and cob as it comes from the sheller; also to reclean corn, oats, wheat and other small grains without changing the screens.

The "Eureka" is the only Separator having automatic duplex air valves for regulating the air currents; a detail which ensures uniform results when handling both large, heavy grain and small, light grain. Without this feature no machine can truthfully be called a successful Combined Cleaner.

St. George, Kans., January 22, 1917
The S. Howes Co., Inc.,
Silver Creek, N. Y.

Gentlemen:—Replying to your favor of the 19th, asking what service we are getting from our combined corn and small grains cleaner made by you and which has been in operation about 18 months, will say that it is giving splendid satisfaction in cleaning corn and wheat.

We can put 750 bushels of corn per hour over it when necessary.

We thank you for sending your catalogue; it is a good one.

Yours very truly,
Wm. Dalton's Sons.

Full particulars mailed promptly

THE S. HOWES COMPANY, Inc.
Eureka Works Silver Creek, N. Y.



Canadian Government Railway's Elevator TRANSCONA, MANITOBA

Now under Construction.

Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

John S. Metcalf Company, Limited

GRAIN ELEVATOR ENGINEERS

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108 South La Salle Street, CHICAGO, ILL., U. S. A.
395 Collins Street, Melbourne, Australia

35 Southampton Street, LONDON, W. C., ENGLAND

What "Opposed Motion" Means

In a receiving separator, perfect steadiness is secured only when the shoe is in two parts which move in opposite directions. This is an essential feature of the

INVINCIBLE COMPOUND SHAKE DOUBLE RECEIVING SEPARATOR

Yes, we publish a booklet about it

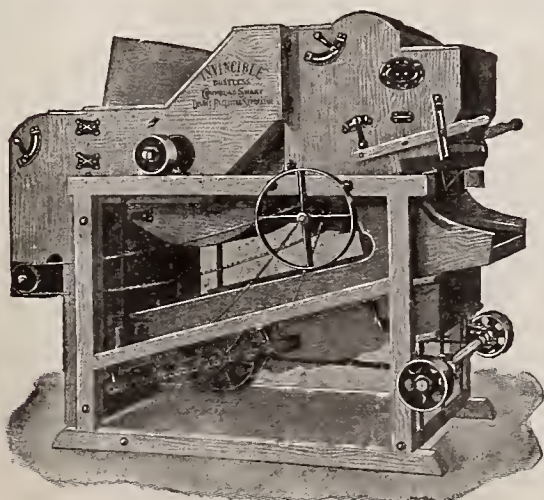
INVINCIBLE GRAIN CLEANER CO.

Dept. 1

Silver Creek, N. Y.

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**H. E. KINNEY
GRAIN CO.**
INDIANAPOLIS,
IND.

The "Knickerbocker Cyclone" Dust Collector



For Grain Cleaners

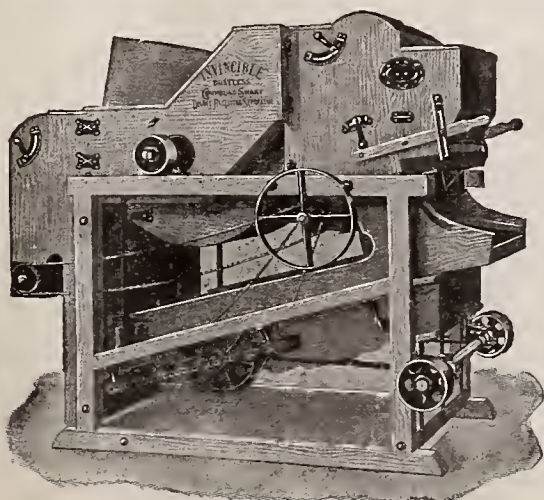
ALL STEEL



Write for Catalog

The Knickerbocker Company

Jackson, Mich.



In daily use by
**H. E. KINNEY
GRAIN CO.**
INDIANAPOLIS,
IND.

LESS OUTLAY — LARGER OUTPUT

That's what you are after and that's what you are offered through the use of

BAUER "Scientific"

BALL BEARING ATTRITION MILLS

Users are fully protected by our warranty as to efficiency, workmanship and patent litigation.)

With this highly developed equipment you can grind from 30 to 40% more feed with the same amount of power you are now using. You can clip 90% off your lubricating costs. Your maintenance costs will be lower than ever before—and the quality of your work better.

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Springfield, Ohio

It Will Last

Reinforced concrete. Built for heavy floor loads.
Uses the daylight. Tracks arranged right.

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1500 barrel Mill, 300,000 bushel Elevator and
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Terminal Elevator, Calgary, Alta., 2,500,000 Bushels Capacity.
Recently Completed.

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Construction
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work ever gather-
ed together by a
concern in our
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Elevators will find
it to their advan-
tage to consult us
before formulating
any definite plans.
It Costs Nothing.

Van Winkle Grain and Lumber Co., Council Bluffs, Ia.

Complete Grain Elevators and Mill Buildings,
Concrete or Wood

Burrell Engineering & Construction Co.

Webster Building, CHICAGO.

PORTLAND, ORE.



Grain Elevators

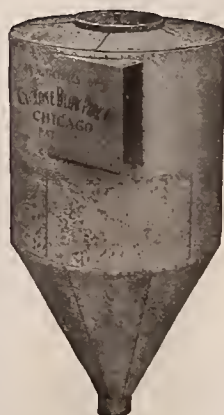
of any size and any type
Designed and Built for
Safety and Economy

A record of successful construction in
both North and South America is proof
that we can meet your local conditions
and satisfy every requirement.

If considering building, write us
for standard designs.

The 3 Americas Co.

Builders of Better Elevators
128 S. Michigan Ave., Chicago



Write Today
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Further
Information

HAVE YOU

A cleaner in your elevator?

If so, then you will be interested
in the installation of a

Cyclone Dust Collector

CYCLONE BLOW PIPE CO.

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Complete new systems installed on modern plans
and guaranteed. Old systems remodeled on modern
lines on most economical plans. Supplementary
systems added where present systems are out-
grown. Defective systems corrected and put in
proper working order.

TWO MILLION BUSHEL FIRE PROOF RECEIVING ELEVATOR

FOR

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Minneapolis, Minn.



Write us for designs and estimates

We Design and Build Elevators, any type of construction, in any part of the World.

JAMES STEWART & CO., Inc.

GRAIN ELEVATOR DEPARTMENT

Fifteenth Floor of Westminster Building

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Chicago & Northwestern Railway Company's New
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Our experience covers every branch of grain elevator
building work as well as any type or style of construc-
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Our long experience as a builder of elevators insures you an
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CONTRACTORS FOR Grain Elevators

COMPLETE WITH
MACHINERY INSTALLATION.

DEVERELL, SPENCER & CO.

GARRETT BUILDING
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Designers and Builders of

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Reinforced Concrete and Steel Ore Dock con-
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Instantaneous Power Is a Necessity, Economical Power Is Profitable

For the elevator or mill that must be driven at certain intervals. So dependable in operation that some of the largest elevator concerns are

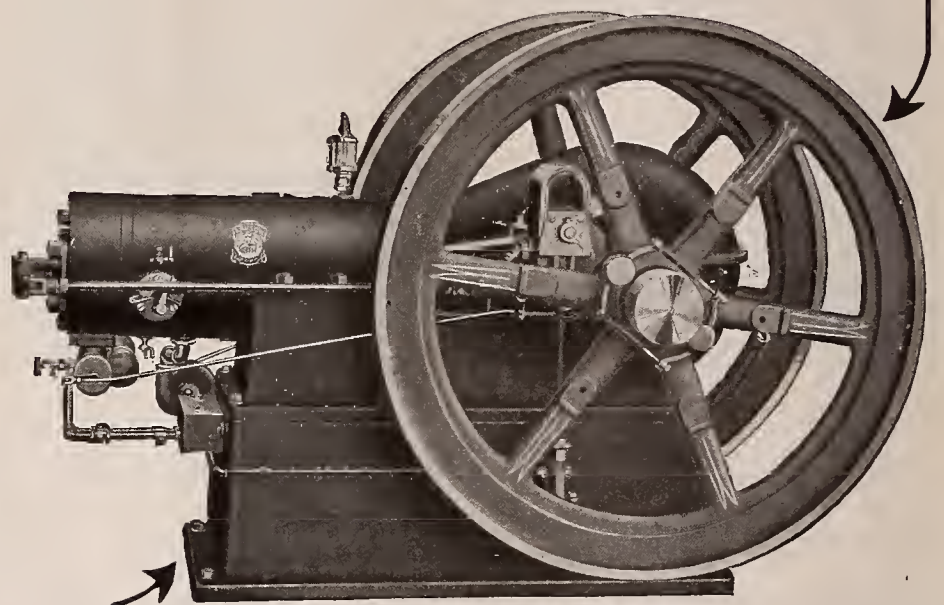
adopting Lauson Kerosene Engines as standard equipment. Low in First Cost. Lowest in repair cost and least subject to loss of service

Lauson Kerosene Engines

start easily, carry full load instantly, and run as smooth as a steam engine. Easy to start and operate. Operates with a clear, clean exhaust regardless of load conditions. Operates on Kerosene, Distillate, Motor Spirits or other similar cheap fuels.

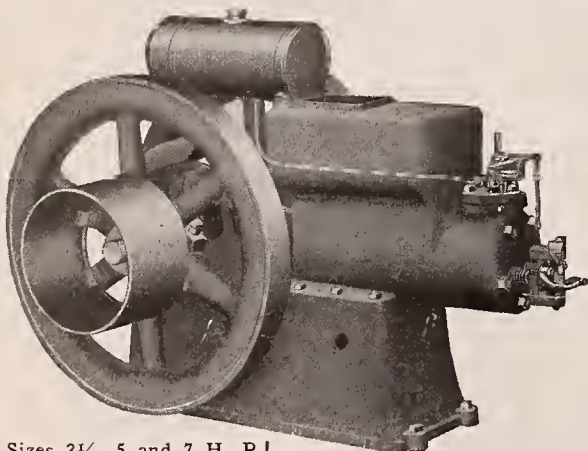
Built in Sizes up to 50 Horsepower
AN ENGINE FOR EVERY SIZE ELEVATOR OR MILL
Write for Bulletin 265

The John Lauson Mfg. Company
84 Monroe Street New Holstein, Wis.



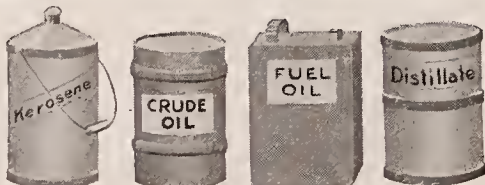
DYNOIL ENGINES

For Elevators and Feed Mills



Sizes 2½, 5 and 7 H. P.

Ordinary engine troubles are eliminated by the absence of these complicated parts. They are sturdy, reliable, well balanced, smooth running engines and broadly guaranteed.



Use Cheap Oils

The operating cost of the "DYNOIL" is about one-third that of the ordinary engine because only cheap oils are used—Kerosene, Fuel Oil, Distillate, etc. It starts and runs on the same oil and the saving in fuel will pay for the engine in a short time.

Our booklet describes the engines in detail. We should like for you to read it and note especially our "Golden Rule" guarantee. Write us and we will see that you receive a copy promptly.

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Possess these
Unique Features:

- No Carburetors
- No Batteries
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THE BURNING QUESTION!

—What is the user of internal combustion to do for fuel?

At the present high price of gasoline he cannot operate profitably, yet he cannot discard his present equipment for an expensive oil burner.

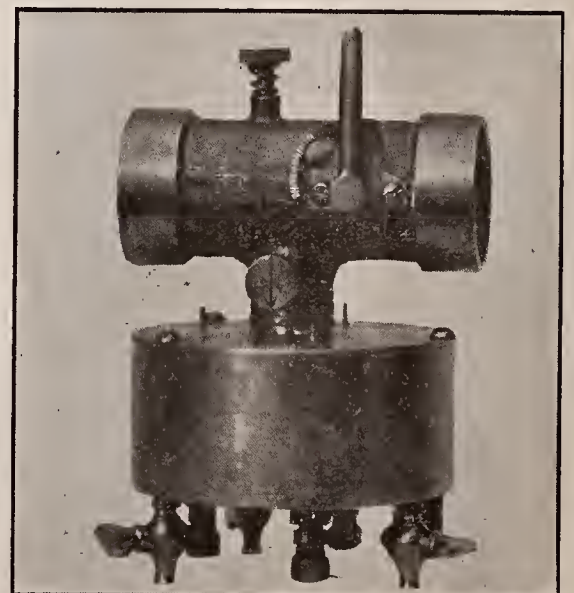
But—he can get a new **KEROSENE CARBURETOR** from us and **save 60% on his fuel bill.**

We equip all makes of Stationary Engines, also Ford Cars for pleasure, Tractor and Truck work.

References from farmers and elevator men on application.

Address

Kerosene Carburetor Company
Frankfort, Indiana



Fairbanks "P" Suspended Platform Heavy Duty Wagon and Auto Truck Scale

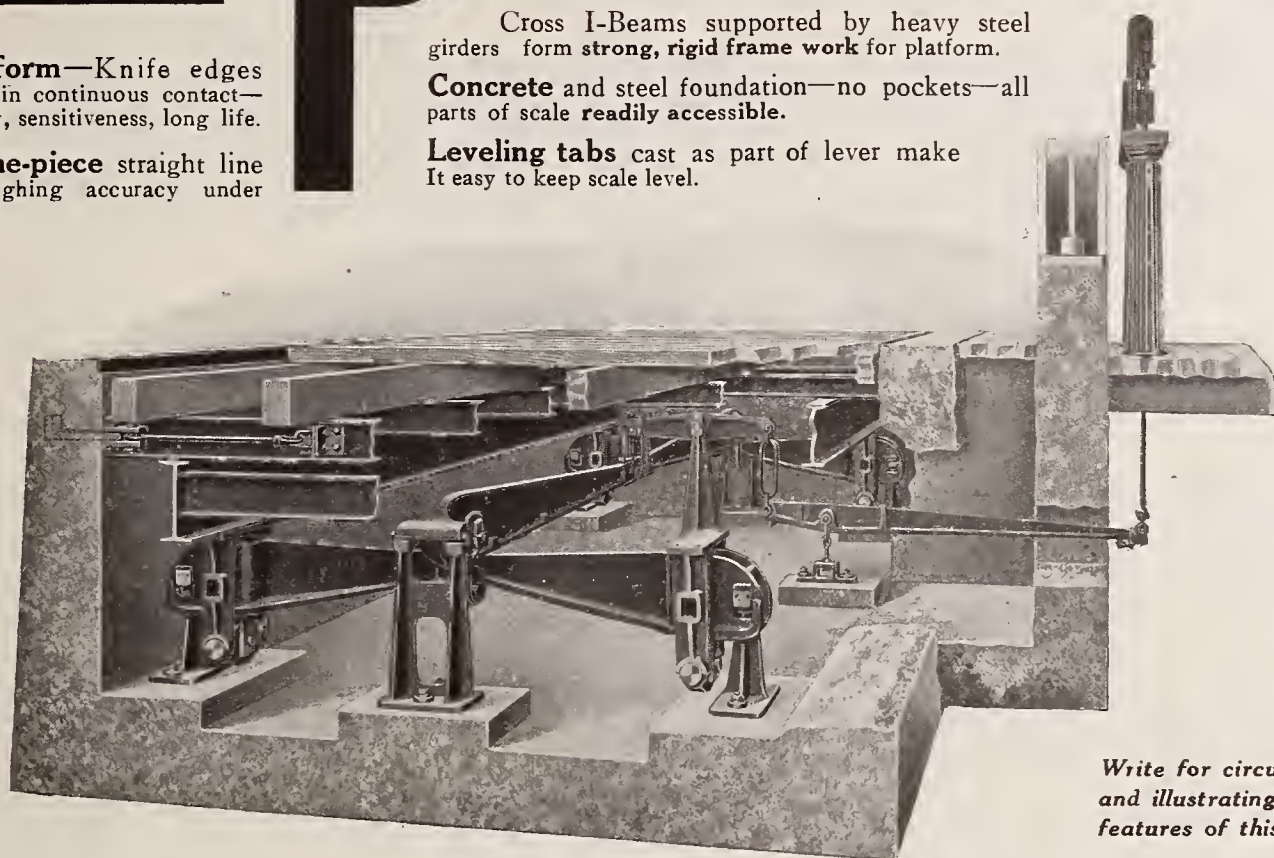
Suspended Platform—Knife edges and bearings always in continuous contact—insures finest accuracy, sensitiveness, long life.

Strong, heavy, one-piece straight line levers maintain weighing accuracy under heaviest loads.

Cross I-Beams supported by heavy steel girders form strong, rigid frame work for platform.

Concrete and steel foundation—no pockets—all parts of scale readily accessible.

Leveling tabs cast as part of lever make it easy to keep scale level.



Write for circular fully describing and illustrating the important features of this scale.

FAIRBANKS, MORSE & CO.

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Humphrey Elevator Service and Efficiency

will mean larger dividends for you during 1917
A Saver Both of Millers and of Money—

Is the testimony of the Atlanta Milling Co. of Atlanta, Ga., after having installed several in their plants.

It saves the Millers by enabling them to get about the Mill with less effort than where stairs are used. It saves money by economizing the men's time and securing better inspection and operation of machinery.

Write for particulars

Humphrey Elevator Co., Faribault, Minn.
SOLE MANUFACTURERS

Elevator Machinery and Supplies

FLOUR and FEED MILL MACHINERY
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PULLEYS, SHAFTING, GENERAL POWER TRANSMISSION
MACHINERY, ROLL GRINDING AND CORRUGATING

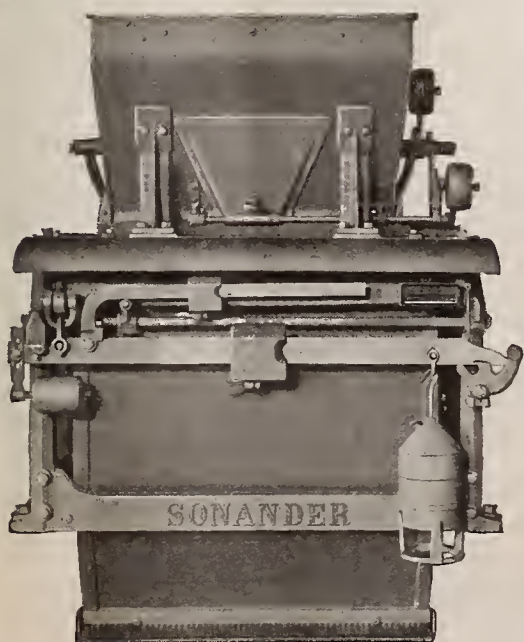
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You will have to comply with the term "adequate" and surely want to insure payment of your railroad claims.

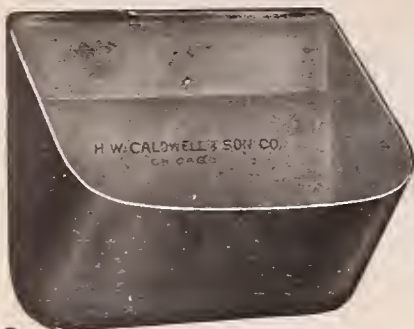
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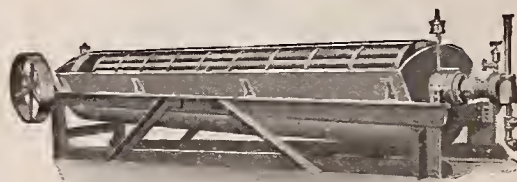
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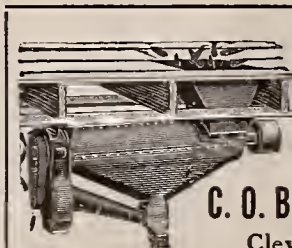
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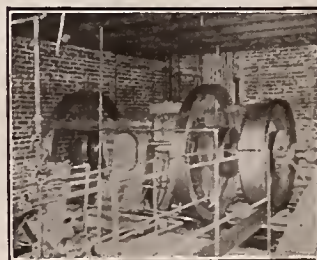


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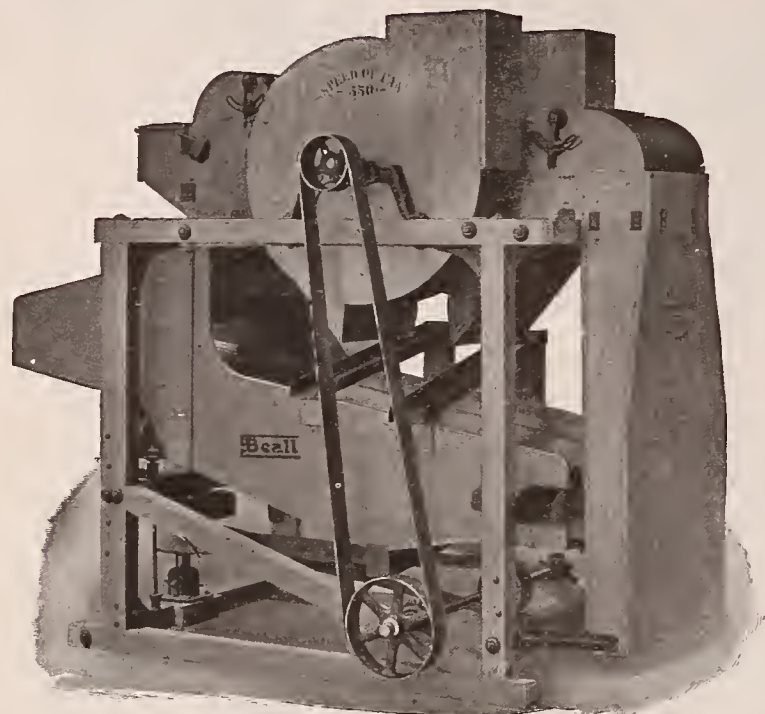
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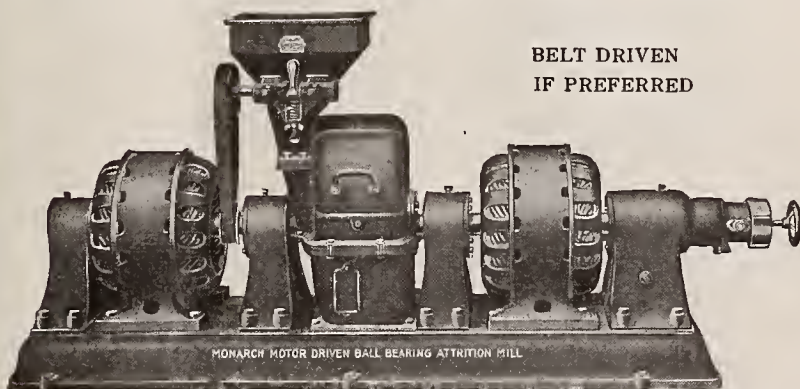
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The widespread use of any article proves its value beyond any doubt.

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IF PREFERRED

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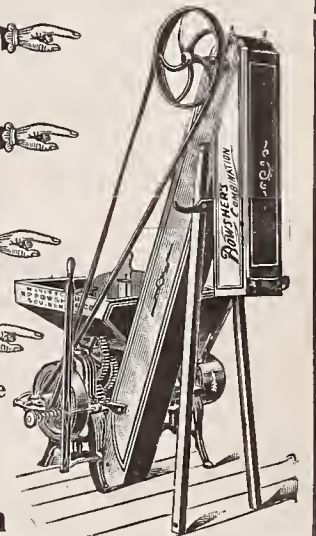
A mill that can run empty without injury, as the grinders will not strike together.

A model feed mill, light running and handy to operate; different from all others. A complete independent outfit.

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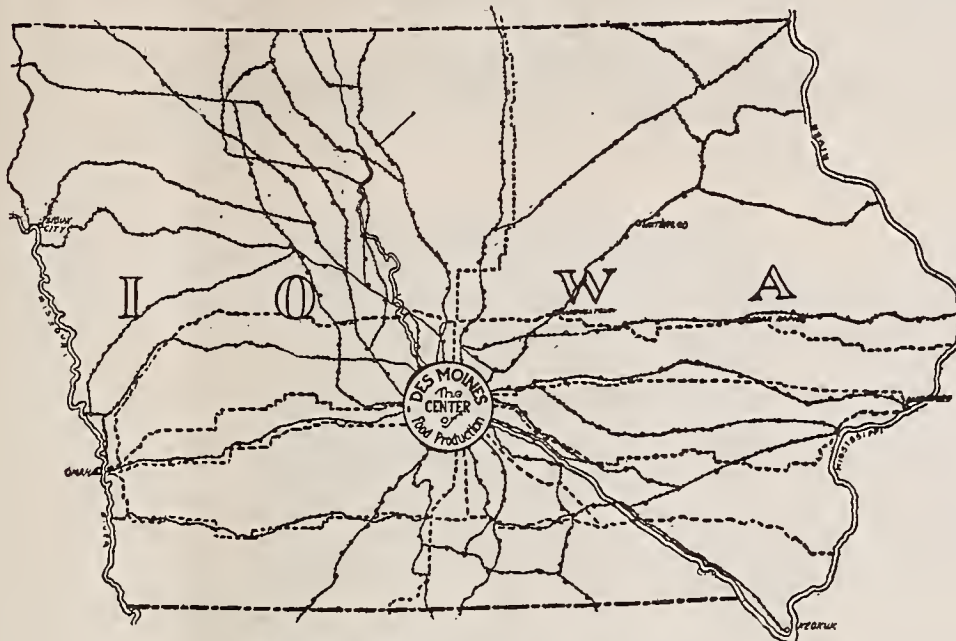
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Des Moines grain and commission merchants, on account of their location and railway connections with all parts of the state, can offer you top prices, quick returns on your trades and shipments. This, together with a square deal all the time, is assured by the following:

DES MOINES Receivers, Shippers and Brokers

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Make it your business to place your next trade or shipment with any of the above dealers

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W. A. Thomson & Co., Louisville, Ky.—Elevator equipped with an Ellis Continuous Feed Drier. Janse Bros., Boomer Grain & Howe, Contractors.

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in the manufacture of Continuous Feed Grain Driers, we have consistently advocated the superiority of this type of machine and we are prepared to offer you driers in which the continuous principle is developed to a high degree of efficiency.

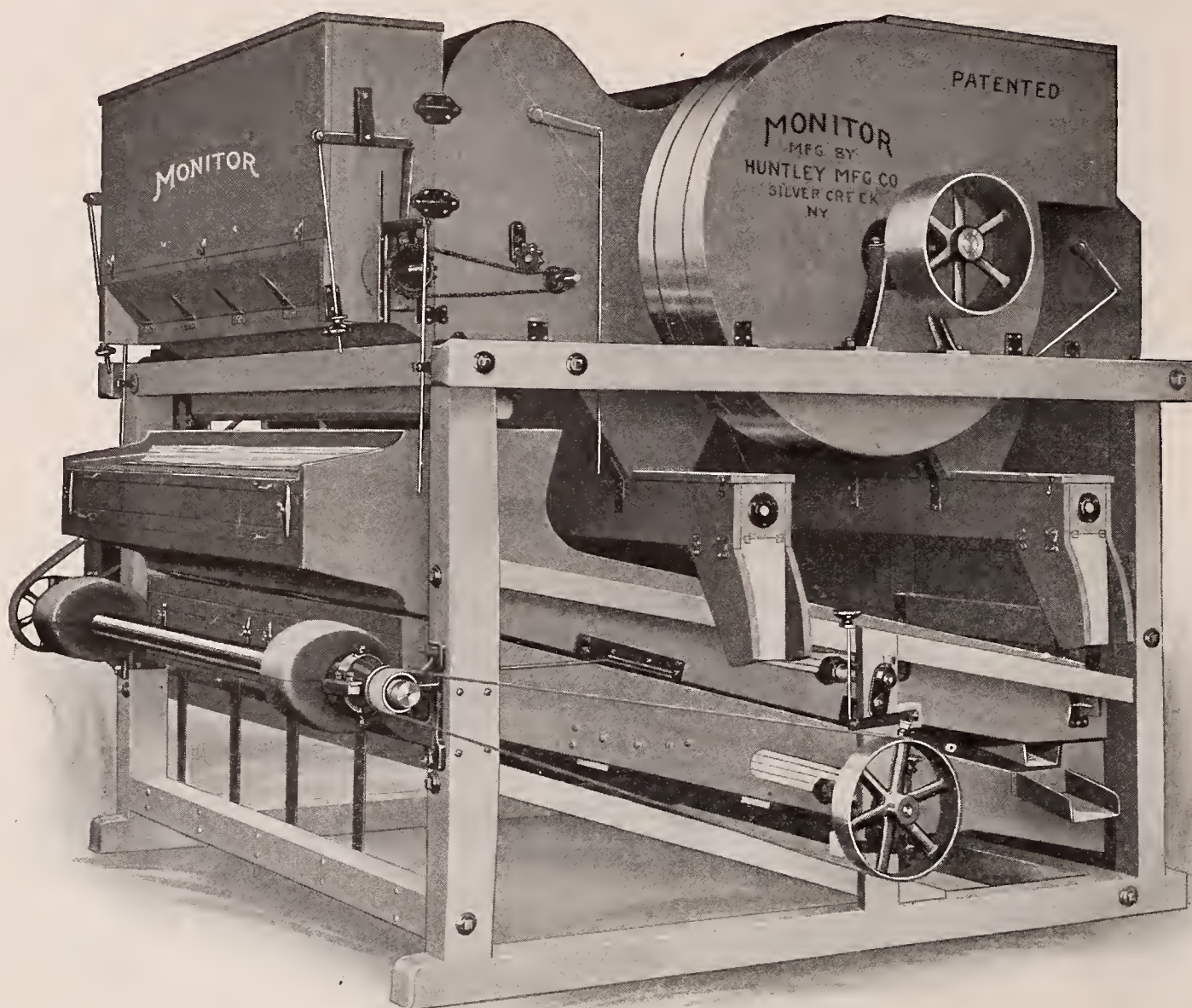
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VOL. XXXV.

CHICAGO, ILLINOIS, MAY 15, 1917.

No. 11.

New Link in Big Chain of Canadian Grain Elevators

ANOTHER link in the chain necessary for the efficient handling of the Western Canadian grain crops, will be provided on the completion of the elevator at Transcona, Manitoba, for the Canadian Government Railways.

The elevator of 1,000,000 bushels' capacity is intended as a transfer and cleaning house, exceptional facilities for the latter work having been provided.

The entire plant consists of a working house with track shed, storage house, drier house, boiler room and transformer house. The track shed on the north side of the working house is 104 feet 6 inches long by 69 feet 7 inches wide, and covers four tracks with eight receiving sinks. This shed is of structural steel frame with concrete roof and floor; the outside wall and ends being covered with galvanized corrugated steel. The track openings at each end are closed by rolling doors.

The working house is 106 feet 6 inches by 60 feet 10 inches, and is of reinforced concrete con-

struction with the exception of the curtain walls in first story and cupola, which are of brick. The bins, 60 feet in height, have a capacity of 223,000 bushels. The equipment consists of four main legs; two being primarily intended for receiving grain from cars and two for shipping grain from storage house. All four, however, may be used for shipping from the working house. In addition there are a drier leg, screenings leg, transfer leg and three double cleaning legs.

There are four 2,000-bushel Fairbanks Hopper Scales, eight No. 1 Warehouse Separators, two No. 972 Northwestern Separators, one No. 8-A Flax Separator and one No. 9 Screenings Separator. All the cleaning equipment is being furnished by the Huntley Manufacturing Company. Six carloading spouts are provided, four to load cars on either of the first two tracks on the north side and two to load cars on the track on the south side. A four drum car puller is so arranged that cars can be handled

in either direction on any of the four tracks in track shed or on the single track on the south side of the house.

On the spouting floor a 36-inch belt conveyor is provided to take grain from any of the scales or small legs and discharge to drier garner or to the west belt over storage bins. A 24-inch belt conveyor is also installed to take grain from the drier house to the drier leg.

The storage house is 136 feet 7 inches by 90 feet 7 inches, and consists of 24 reinforced concrete bins, having an inside diameter of 21 feet 11 inches, and 15 interspace bins, having a total capacity of 782,000 bushels. The bin walls are 95 feet in height. The structure above the bins is of reinforced concrete and the galleries between the working and storage houses are of structural steel with corrugated galvanized steel cover. Three 36-inch belt conveyors deliver grain to the storage bins and four 36-inch belt conveyors below the bins in



NEW ELEVATOR OF CANADIAN GOVERNMENT RAILWAYS AT TRANSCONA, MAN.
In Process of Construction from Plans Made by John S. Metcalf Company, Ltd., of Chicago and Montreal.

reinforced concrete tunnels handle the return grain and there is plenty of time to get in a large potato acreage.

The drier having a capacity of 1,000 bushels per hour is of the Morris type and furnished by the Strong-Scott Manufacturing Company of Minneapolis.

The entire plant is electrically operated, Westinghouse motors being provided to operate the conveying and elevating machinery.

In designing the plant particular attention was paid to the matter of foundations, which are of reinforced concrete, resting upon wooden piles.

John S. Metcalf Company, Limited, of Montreal and Chicago, was retained by the Canadian Government Railways as designing engineers, and competitive bids for construction were received when the plans were prepared. The foundation contract was let to the Thunder Bay Contracting Company, and the balance of the work was contracted for by the Fegles-Bellows Company, both of Fort Williams, Ontario. Very good progress has been made, and the elevator will be in operation in time to participate in the handling of this year's crop.

A BILL TO CLOSE EXCHANGES

Senator Charles S. Thomas introduced an amendment to the Espionage Bill on May 4, giving the President power to suspend for the duration of the war operations on boards of trade and chambers of commerce which deal in futures. It is aimed at grain and cotton speculation primarily. The effect of the closing of the cotton exchanges at the outbreak of the war is seemingly forgotten, and to close the grain exchanges will be even more disastrous.

For a recent issue of the *Annualist*, James A. Paten of Chicago wrote the following regarding speculation:

Many people throughout the country do not understand the functions of the Board of Trade, and blame speculators for advances in prices. The Board of Trade is a great trading center, which enables all people to know what the price of grain really is and maintains prices everywhere upon the basis of values as fixed by the legitimate factors. Speculation is absolutely necessary to the maintenance of a steady market and therefore is an essential part of the Board of Trade's machinery.

Last fall I said that wheat would go to \$2.25 or \$2.50 per bushel, and that prediction, which was not intended for publication, was criticised as sensational. Cash wheat sold in Kansas City on April 14 at \$2.60.

It would be a serious mistake to close up the Board of Trade, particularly at this time, when everybody is being urged to till every bit of land and consumers are warned against extravagance. Both producers and consumers are benefited by speculative trading, because without it the Board of Trade cannot efficiently help to move and distribute crops at a minimum cost; the margin of profit accruing to handlers if grain between farmers and consumers would also be greatly increased, and there would be more violent fluctuations in prices and greater variation in different localities if we were without a recognized public market.

Prices would be depressed at the beginning of the crop movement because cash handlers would be afraid to load up at anything except low prices if they had no means of hedging against losses through sales for future delivery. That is where the farmer benefits. If millers and other users of grain could not insure themselves by hedging in the pits they would only buy for their current needs, and the farmers would be compelled to carry the grain until the consumer wanted it, regardless of his own need for the money which his crop is worth. All this is both legitimate and economic.

It is proper to warn the people of this country of the world's shortage of foodstuffs, which will become still more acute, but for my own part, I have never worried over our ability to feed ourselves. I have, however, a sense of duty to the Entente Allies, and if the war should cease, it will be our obligation also to help feed the Central Powers, whose demands will be enormous.

The shortage in farm labor is a serious matter in this country and in Canada. Farmers want to take advantage of existing price conditions and are buying tractors. There is complaint, however, that while the buying of automobiles continues heavy, orders for other farm machinery are held back. It is not reasonable, however, to expect farmers to scramble for harvesters until the crop indications justify. Harrows and plows last a long time. The farm automobile is a valuable agricultural asset, and it does good service in agricultural production in many directions. If the Advance, the Rumely Company, or Mr. Ford hurry along with a light, workable tractor, it will help.

Now is the time to preach maximum tillage everywhere because this is the planting season. Nothing else will take the place of wheat so well as potatoes,

and there is plenty of time to get in a large potato acreage.

I do not want the public to pay high prices, but it should know what the factors are that are making prices and that the Board of Trade, with the speculative part of its machinery, is the steadying factor in what would otherwise be wildly fluctuating and chaotic price making.

A LATELY BUILT SOUTHERN ELEVATOR

There was completed late last year at Montgomery, Ala., the model elevator shown in our illustration by the H. M. Hobbie Grocery Company, an institution of much importance in the South, with headquarters at Montgomery, where it also operates a modern flour mill. The elevator is of concrete, fireproof construction and was built by the Burrell Engineering and Construction Company of Chicago.

The plant consists of a 92-foot work house and 8 storage bins, each 65 feet in height, with total capacity of 80,000 bushels. The working house has



ELEVATOR OF H. M. HOBIE GROCERY COMPANY, MONTGOMERY, ALA.

ample sacking and handling facilities, the machinery equipment consisting of an Invincible Grain Cleaner, scales, steel and concrete loft leg, steel manlift, two belt conveyors, steel receiving leg, power shovel, car puller, etc. All grain is cleaned and weighed before going to the storage bins. The elevator has private track accommodations and all machinery is operated by individual General Electric Company motors.

The mill is of the Nordyke & Marmon Company type and has a daily capacity of 100 barrels of flour, 1,500 bushels of corn and 3,000 bags of feed. There are 4 black strap molasses tanks of 15,000 gallons capacity each for manufacture of molasses feeds in the feed mill. The mill, like the elevator, is entirely operated by individual motors.

THE WORLD CROPS

In support of the bill introduced by Senator Thomas, to empower the President to close Boards of Trade, Senator Williams made the startling statement that there is no shortage in food. Perhaps Mr. Williams meant that he had had enough for breakfast. But here is the May report of the International Institute of Agriculture of Rome,

The countries that have communicated to the International Institute of Agriculture of Rome their estimates of their last wheat crop are: In the northern hemisphere (crop-year 1916) Denmark, Spain, France, Great Britain and Ireland, Italy, Norway, Netherlands, Roumania, Russia in Europe, Sweden, Switzerland, Canada, United States, British India, Japan, Algeria, Egypt, and Tunis; in the southern hemisphere (crop-year 1916-17) Argentina, Australia and New Zealand. In all these countries have produced 760,922 thousands of quintals, as compared with 1,026,727 in 1915-16 and 864,296 for the five years' average 1911-1915 and 1911-12 to 1915-16.

It is useless to ignore the fact that the wheat crop of 1916 and 1916-17 is unquestionably bad as compared with that of 1915 and 1915-16.

It shows, in fact a deficiency of more than one-

fourth by comparison. It is also to be reckoned as a poor crop in contrast with the five year's average 1911 to 1915 and 1911-12 to 1915-16, since it shows a deficiency of one-eighth as compared with this average.

Statement for the Commercial Season.—Fortunately there is a considerable remainder from the previous crop. Will this suffice to meet the deficiency? The question would be answered affirmatively, were it not that the trade of Roumania and Russia is interfered with. When the figures from these countries are set aside, the situation becomes more aggravated, and, reduced to its own resources, the northern hemisphere shows a deficiency of 37 million quintals, to which must be added the 26 million quintals which are usually from the net exports to tropical countries in the main.

To meet this deficiency of 63 million quintals in the northern hemisphere, we can find no more than 50 millions in the southern hemisphere.

We ought to add that this deficiency seems all the more serious when it is remembered that a balance to supply and requirements was only approximately attained by dealing with a remainder of 100 million quintals, the result of the extraordinary plentiful crop of 1915 and 1915-16.

FREIGHT TARIFFS ENTITLED TO REASONABLE CONSTRUCTION

BY SIDNEY A. HALE.

Application of commonsense interpretation to tariff construction and rate application for the benefit of the shipping public is again demanded by the Interstate Commerce Commission in two recent cases which turned upon the question of whether the plain language of the rate sheets or the unexpressed intentions of their framers should govern. *George E. Markley & Company vs. Atlantic Coast Line Railroad Company et al.*, [42 I. C. C. Rep. 187]; *Charles Boldt Company vs. Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company et al.*, [42 I. C. C. Rep. 308].

In the Markley case, the question at issue was the rate legally applicable upon a movement from Umatilla, Fla., to St. Louis, Mo. The shipment in question was originally billed to Cincinnati, Ohio, and reconsigned from that point to final destination. The reconsigning rules of the line making the Cincinnati delivery provided that the destination of a shipment might be changed where through rates existed and the changed destination was beyond or on a through route from original shipping point to final destination, but coupled this up with a proviso that there must be established divisions via such route. Because such divisions had not been established, the carriers sought to charge a combination rate of 76 cents instead of a joint rate of 66 cents.

Speaking to this point, the decision says: "Whether or not divisions had been established is immaterial. The existence or nonexistence of divisions is a matter solely within the knowledge of the carriers and a tariff provision which makes the application of a certain rate dependent thereon is indefinite, ambiguous and unlawful. We find that the joint rate of 66 cents was legally applicable on the shipment involved."

The Boldt case also involves the question of rate application upon a recognized shipment, the movement here being from Cincinnati, to Boston, Mass., with reconsignment at Richmond, Va. Privilege of reconsignment at the through rate was conditional upon the point of reconsignment being intermediate to and on an established through route from point of origin to reconsigned destination. The principal defendant, the Chesapeake & Ohio Railway Company, which handled the shipment from Covington, Ky., to Richmond, contended that, under its tariff provision abstracted above, the only established all-rail through route was via Potomac Transfer Va., through Washington, D. C.

The C. & O. tariff, however, concurred in by all parties to the movement, provided on its face:

"Joint freight tariff between the C. & O. Ry. and N. Y., N. H. & H. Rd. and B. & M. Rd., in connection with R. F. & P. Rd. and P. R. R. via Richmond, Va., and Doswell, Va., Washington, D. C., P. R. R. and Jersey City, N. J."

"The tariff," comments the Commission, "contained no restriction with respect to routing by way of Richmond. Defendants argue that the language quoted is not notice to the public of the establishment of through routes from all points on the C. & O. to Boston by way of the lines of all of these

carriers and by all junction points, considered conjunctively or disjunctively, in the sense of offering to the public the choice of any one of said junctions, regardless of origin territory on defendant's line, but was intended to indicate the establishment of through routes from stations on the line of the C. & O. by way of such junction point or points as might be most convenient or economical, and that Richmond is excluded as a junction point between Cincinnati and Boston as involving an uneconom-

ical and circuitous route. While it may have been the intention of defendants to apply the tariff in its restricted sense, tariffs are to be construed according to their language and the intention of the framers is not controlling."

The effect of this decision in the case at issue was to authorize the imposition of a through rate of 32.5 cents per hundred pounds, plus a reconsignment charge of \$5 and a switching deficiency of \$1.16, against a charge of 48 cents per 100 pounds.

The Food Control Bill

Original Bill as Revised in House Committee on Agriculture and Reintroduced by Chairman Lever —Less Drastic than First Bill—Quick Action Expected

THE Food Control Bill introduced by Chairman Lever of the House Agricultural Committee was introduced on May 3, and referred to the committee. So many changes were suggested in the committee that a new bill was drawn and introduced. As this bill was virtually drawn up in the committee it is expected that it will be quickly disposed of there and placed on the calendar. The new bill is as follows:

That the powers, authorities, duties, obligations and prohibitions hereinafter set forth are conferred and prescribed.

Section 2. That the Secretary of Agriculture is authorized to take such measures, to use such means and to employ such existing or additional agencies of the Department of Agriculture, as he finds necessary, to stimulate the production, to promote the conservation and utilization and to facilitate the distribution of foods and feeds.

Section 3. That the Secretary of Agriculture is authorized to investigate and ascertain the demand for the supply, consumption, costs and prices of, and the basic facts relating to, the ownership, production, transportation, manufacture, storage and distribution of foods, food materials, feeds, seeds, fertilizers, agricultural implements and machinery, and any article required in connection with the production, distribution or utilization of food.

For the purpose of this section, the Secretary of Agriculture, and his agents duly authorized therefor, may compel the attendance at any designated place of witnesses from any part of the United States, the giving of testimony, oral or in writing, under oath or otherwise, the production of books, letters, papers or documents, and the submission of reports; may sign and issue and serve subpoenas and may enter on any business day during the usual hours of business any place, including any structure, vessel, vehicle or other premises except a dwelling house actually occupied exclusively as such.

Any person who, in violation of any requirement made pursuant to this section, wilfully fails or refuses to obey any subpoena, to answer any question or to submit any book, letter, paper, document or report, or knowingly makes any false or misleading answer or report, or wilfully conceals or withholds any information, or a person who wilfully obstructs or hinders the Secretary of Agriculture or any of his duly authorized agents in the performance of any duty under this section, upon conviction thereof, shall be fined not exceeding \$5,000 or imprisonment not exceeding two years, or both. Witnesses summoned in pursuance of this section shall be paid the same fees and mileage that are paid witnesses in the courts of the United States.

Section 4. That, whenever the Secretary of Agriculture shall find that there is or may be a special need in any restricted area for seeds suitable for the production of food or feed crops, he is authorized to purchase, grow, or otherwise procure such seeds, to store them, and to furnish them, by sale, or otherwise, to farmers on credit or other terms at cost, including the authorization to require any person having at his disposal any such seeds to furnish the whole or any part thereof to the Secretary of Agriculture in such quantities, at such times, and at such prices as shall be determined by him to be reasonable.

Upon failure of the person to comply with such requirement the Secretary of Agriculture is authorized to requisition and take possession of such seeds and to pay for them at the price so determined. If the price so determined be unsatisfactory to the person entitled to receive the same, such person shall be paid the amount prescribed by the Secretary of Agriculture and shall be entitled to sue the United States to recover such further sum as, added to the amount so paid, will be just compensation for such seeds, in the manner provided by Section 23, paragraph 20, and Section 145 of the Judicial code.

Any moneys received by the United States from or in connection with furnishing seeds to farmers under this section may, in the direction of the Secretary of Agriculture, be used as a revolving fund for further carrying out the purposes of this section. Any balance of such moneys not used as part of such revolving fund shall be converted into the Treasury as miscellaneous receipts.

Section 5. That the Secretary of Agriculture is au-

thorized to co-operate with such state and local officials, and with such public and private agencies, or persons, as he finds necessary, to make such rules and regulations, and to issue such orders as are necessary effectively to carry out the preceding sections of this act.

Section 6. That the President, by and with the advice and consent of the Senate, may appoint two additional assistant secretaries of agriculture, who shall perform such duties as may be required by law or prescribed by the Secretary of Agriculture, and who shall each be paid a salary of \$5,000 per annum.

Section 7. That the President is authorized to direct any agency or organization of the Government to co-operate with the Secretary of Agriculture in carrying out the purposes of this act and to co-operate their activities so as to avoid any preventable loss of duplication of effort or funds.

Section 8. That words used in this Act shall be construed to import the plural or the singular as the case demands, and the word "person" wherever used in this act, shall include individuals, partnerships, associations and corporations.

Section 9. That for the purposes of this Act the following sums are hereby appropriated, out of the moneys in the Treasury not otherwise appropriated, available immediately and until expended. For the prevention, control and eradication of the diseases and pests of livestock, the enlargement of livestock production, and the conservation and utilization of meat, poultry, dairy and other animal products, \$2,010,000.

For procuring, storing and furnishing seeds as authorized by Section 5 of this Act, the prevention, control and eradication of insects and plants' diseases injurious to agriculture, and the conservation and utilization of plant products, \$6,500,000.

For increasing food production and eliminating waste and promoting conservation of food by educational and demonstration methods through country and district and urban agents and others, \$4,500,000.

For gathering authoritative information in connection with the demand for and the production supply, distribution and utilization of food and otherwise carrying out the purpose of Section 4 of this act, extending and enlarging the market news service and preventing waste of food in storage, in transit, or held for sale, directing the market and movement or distribution of perishable products, and otherwise carrying out the purposes of Section 6 of this act, \$3,500,000.

For miscellaneous items, including the salaries of assistant secretaries appointed under this Act, special work in crop estimating, aiding agencies in the various States in supplying farm labor, enlarging the informational work of the Department of Agriculture, and printing and distributing emergency leaflets, posters and other publications requiring quick issue or large editions, \$2,000,000.

Such part not exceeding 20 per cent of any of the foregoing sums the Secretary of Agriculture may find not to be required for carrying out the purposes of the particular item for which specifically appropriated may, by his order, from time to time, be transferred to any other such item or items, or may be otherwise used for carrying out the purposes of this Act, including the payment of such rent, the expense of such printing and publications, and the employment of such agencies in the Department of Agriculture, such persons and such means, in the city of Washington and elsewhere as the Secretary of Agriculture may deem necessary.

Section 10. That the provisions of this Act shall cease to be in effect when the national emergency resulting from the existing state of war shall have passed, the date of which shall be ascertained and proclaimed by the President, but the date when it shall cease to be in effect shall not be later than one year after the termination, as ascertained by the President, of the present war between the United States and Germany.

FOR 10 years, Elda Pruet of Lebo, Kan., held a carload of hay waiting patiently for high prices. Recently he sold it to O. H. Johnson for \$14 a ton.

REPORTS state that more than 17,000,000 bushels of grain from Chicago is on the Great Lakes on the way to Eastern mills or ports. The grain boats left on April 22-23 and were, with the exception of one, all headed for Buffalo.

THE CAR POOLING SCHEME

The grain trade is more or less familiar with the proposal to pool all the freight cars of the country as a permanent measure of relief from car shortage. It was placed before President Wilson in a concrete form by Samuel H. Barker of Philadelphia recently, and as the plan will undoubtedly be more or less before the country in the future, we present Mr. Barker's letter, so that the trade may be informed, as follows:

To relieve and end a present intolerable situation—one costly beyond calculation to the American people, restrictive of industry and business, and, under existing conditions, actually dangerous to the nation—let the United States acquire ownership of all freight cars, direct their distribution throughout the country and arrange to provide additional equipment as shall be required to enable the railroads fully to perform their transportation functions.

That is a proposition which I take this means to urge upon you for action. I also publish the plan because it covers a matter in which the entire American people are concerned, and upon which it is highly important that public attention and the best thought and judgment of the country should be concentrated.

What is here proposed to insure to the American people the transportation services which their present and growing needs make imperatively necessary requires action by the Congress to give it effect. The Federal Government must have empowering legislation before it can acquire and manage the freight cars of the country. Congress must not only authorize acquisition of such cars; it must at the same time provide ways and means to finance the operation, which would involve probably \$2,250,000,000 to \$2,500,000,000.

Railroads in the United States now own upwards of 2,500,000 freight cars. They are under control of several hundred companies. Each railroad system has its own territory and interests to serve. Our country is of vast area with correspondingly great differences in climate, resources and production. This makes certain sections and industries in need of more transportation at some seasons than at others, and so shifts the demand for cars backward and forward across the length and breadth of the land.

Obviously, the fullest solution of such a situation lies in a pooling of all freight cars for use when and where they are needed. Distribution of cars in such a way is impossible under the existing system. Each railroad strives to hold its own. For the public, service and safety can be attained with greatest assurance by having the cars owned by the nation, and distributed among all the railroads and throughout the country under direction of a Government board.

Such an arrangement would accomplish several chief results. All of them would redound to public advantage. None of them would hurt the railroads or their owners. On the contrary, they also would benefit. The proposition is commended by what it would accomplish, among other things, the following:

1. It would get far greater service out of each car by making a broad gauge distribution of all so that cars would be sent where they are needed, not held idle in some places when they are wanted in others.

2. It would keep cars in transportation service, prevent them from being used for storage purposes—because Government rules could be strictly enforced—and so materially increase the transportation performance of the car, which now averages scarcely 30 miles per day.

3. It would tend to increase the loading of cars to their maximum capacity and to reduce the proportion of empty cars now hauled about the country merely to get to their home lines.

4. It would enable the transportation business of the country to be handled with relatively fewer cars than are required under the present loose-method, cross-purpose system, as the service efficiency of each car would be increased.

5. It would obviate the present necessity for a railroad to have more cars than it needs much of the time in order to be equipped for the heavy traffic it has at certain seasons.

6. It would enable general standardization of freight cars and their parts—many cars have 400 unit parts, not one-fourth of them standardized—so working to a basis of minimum costs for construction and repairs, also eliminating the present waste through innumerable duplicating railroad shops and expensive accounting between companies which the existing freight car system compels.

7. It would relieve the railroads of the present necessity and financial burden of providing freight cars by a huge capital investment, and give them increased ability to extend their lines and enlarge their terminals.

8. It would insure to every railroad, as to all shippers, a sufficiency of freight cars, impartially and equitably distributed, to serve the whole country and each section.

9. It would reduce the cost of transportation to the American people because the total number of freight cars could more closely approximate the aggregate service to be performed, and because the Government could finance, also buy or build cars, at lower cost than can the railroads.

10. It would make easy and certain the application to freight cars of safety appliances such as the Gov-

ernment has prescribed, or may find it right to provide.

11. It would, by making every freight car Government property, virtually prevent interference with the proper and free movement of traffic by lawless acts.

12. It would eliminate present discussion and prospective controversy as to the right basis of charge to amortize the cost of freight cars, making this problem one wholly for Government determination.

13. It would end private ownership of freight cars and remove a remaining chief cause of discontent as between shippers, putting one and all in like position.

14. It would enable the Government to fix the rules, charges and penalties governing the placing, loading and unloading of cars.

This proposition would give broad application to what has been demonstrated both practical and economical on smaller scale. The Pullman Company, operating throughout the country, performs its service with a minimum of cars and capital investment because it is able to put its cars where they are needed. Thus, in winter, a large number are in Florida and Southern service, which in summer go into New England and the North.

Coal producing and industrial concerns have in many cases found it good business to provide themselves with cars to something less than the minimum number required for their business. Then they count upon the railroad to furnish additional cars needed in rush times or when their business is at high point. In this way they get full use out of their own cars and throw upon the railroads the burden of buying and maintaining cars which much of the time stand idle in reserve.

Given effect, the proposition here urged would eliminate the present difficulty which the railroads are under to get cars loaded and unloaded promptly. The Government could enforce rules as to the use and abuse of freight cars, acting with a strong hand for the public weal. Railroads, not less than shippers and consignees of freight, would be subject to the regulations prescribed. All would have the same recourse—the Government Board in charge of the nation's freight cars.

In effect, the Government would not supply transportation but the means for transportation, even as now it does not enter into commercial operations of citizens, but provides them with the money and media of exchange necessary for the settlement of such transactions. It would be acting for the whole people, and to promote the interests of all.

It would be no stupendous operation for the Government to carry out this proposition. Neither need it create any difficult financial problem, either for the nation, the railroad or their owners. It would merely transfer from railroad to federal ownership the freight cars in the country. The Government should acquire them at not above their book cost, and where that is excessive, at a fair appraised valuation.

Payment should be made in United States bonds, bear-

ing not above 4 per cent and maturing within the average life of the cars, say in twenty years. Such bonds the railroads could either sell to finance the cost of improvements, additions and extensions which the country urgently needs, or, if so much capital should not be required for those purposes, the railroad, after retiring such equipment trust or other obligations as stand against freight cars, could liquidate back to stockholders the capital freed from the corporate investment in cars, by special dividends payable in the Government car purchase bonds.

Owning all the freight cars, maintaining such equipment and providing additional cars year by year, the Government would distribute them on a country wide plan. For their use a fixed charge would be made of so much per car day—enough to cover interest and maintenance cost and to amortize the capital investment within the life of the cars. Such charge should be levied against the railroad on whose lines the car shall be, the company collecting from the shipper or consignee for such time as either may hold the car longer than allowed for loading or unloading.

Under standardized construction, with power to build

or to have built cars, as might be found best, in great numbers, with ability to contract for construction material in big way and to consolidate repair work, the Government could get new modern type freight cars for about \$1,000 each under normal conditions, probably at \$1,500 each now, and keep them in repair for about \$60 each per annum, at costs which ruled prior to the war.

The 2,500,000 railroad freight cars now in the country probably can be acquired fairly for \$2,250,000,000 to \$2,500,000,000. Nearly all are modern cars, the great bulk of them having been built within fifteen years. Experts have figured that should the Government fix a charge of 75 cents per day—about one-fourth the present earning power of a freight car—the income received would make a safe margin over and above interest, sinking fund, repairs and amortization charges.

Carried out, this proposition will make every car fully available for service wherever it is. It will relieve railroad officers of time-taking, energy-absorbing work in connection with car service—which recently has been very exacting—and give them freedom for other duties of importance in the larger and better development of railroad transportation and service.

Adding to Louisville's Storage Capacity

New Thomson Elevator With 300,000 Bushels Capacity, Excellent Cleaning Facilities and Rapid Handling Equipment, Is a Step Forward in Making Louisville a Big Grain Center

AT Louisville, Ky., there has just been completed for W. A. Thomson & Co., a new all concrete and steel elevator of approximately 300,000 bushels capacity, and said to be the most fire-proof building of its kind in the South. This plant is electrically operated throughout, using belt conveyors, operated by six 35-horsepower motors, and there is not a stick of wood in its entire construction. All doors, windows, etc., are of metal, and floors, fixtures, etc., are either of metal or concrete.

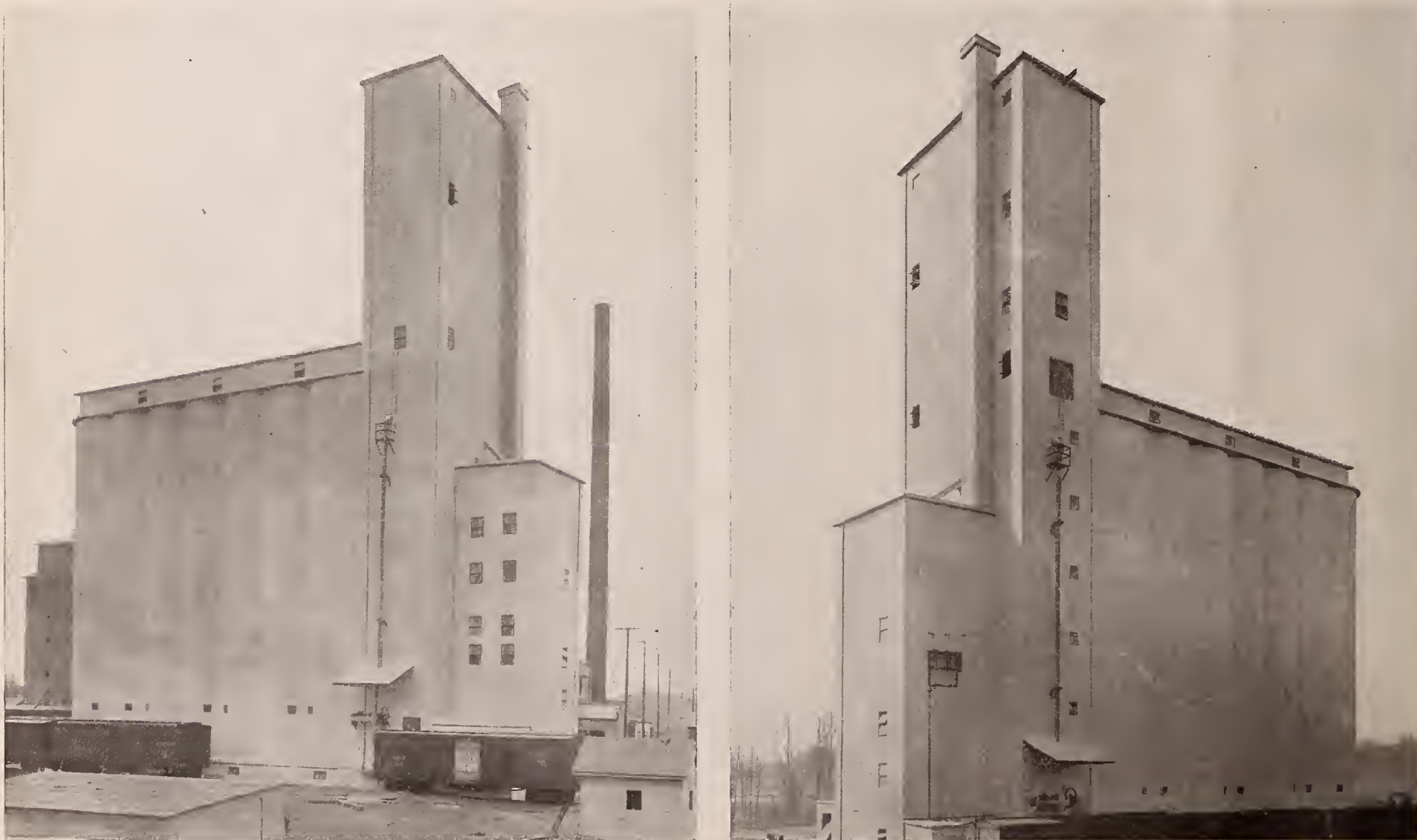
The bins are 85 feet in height, there being 20 in all, eight of which are circular, and 19 feet in diameter. The others are of the interstice type, and vary in size. The conveyor machinery is located in a 10-foot room extending across the tops of the bins. The working house extends 45 feet above the bins, the top being 130 feet from the ground. The ground dimensions of the plant are 44½x128 feet, exclusive

of the drying plant, which is equipped with an Ellis Drier.

The plant is so located that switches enter from either side of the building, making it possible to unload and load many cars during the course of a day. Incidentally the plant was completed just following the fire which destroyed the plant of the Kentucky Public Elevators Company, with a loss of three-quarters of a million dollars. The Thomson company had been using the Kentucky plant, and was extremely fortunate in having its work so near completion.

The architects and contractors on this work were Janse Brothers, Boomer, Crain & Howe, of Detroit, Mich., assisted by the Louisville architect, J. J. Gaffney, who oversaw the concrete pouring. Approximately 2,500 yards of concrete were used in the construction of the building.

Shortly after completing the plant the company



TWO VIEWS OF THE NEW 300,000-BUSHEL ELEVATOR OF W. A. THOMSON & CO., LOUISVILLE, KY.

began figuring on enlarging it by increasing its capacity to 650,000 bushels, in order to do a public elevator business, and thereby relieve some of the local companies which have been without elevators since the fire of the Kentucky Public Elevator Company. However, plans were drawn, and it was found that the price of materials had advanced so greatly during the past few months that it was decided to give up the project for the present at least.

This company handles principally corn and oats, although handling some wheat and rye. Its plant is located in the southern part of the city, has excellent railroad and other loading and unloading facilities, and is, as stated before, probably the most fireproof plant in the South.

The grain cleaning equipment is all of the "Invincible" make. The conveyor machinery was supplied by the Webster Manufacturing Company of Tiffin, Ohio.

There is a spiral steel staircase leading to the working house above the bins, but in addition to this the company has installed a Humphrey Employees' Elevator.

CANADIAN TRADE ADOPTS DRASTIC MEASURES

The Winnipeg Grain Exchange late in April began to take measures to control the speculation in grain, which was felt by some to be responsible for the high marks registered in wheat. On April 28

Illinois Dealers Meet at Springfield

Patriotism the Keynote of Big Meeting—Grain Men Get in Line Behind the Government—W. P. Carroll, Rear Admiral Moore and W. T. Cornelison Address Convention

THE twenty-fourth annual meeting of the Illinois Grain Dealers Association held at Springfield, May 11 and 12, was confidently expected to be one of the most important in the history of the organization, and the 494 members and guests in attendance were not disappointed. Big discussions of big subjects occupied the meetings and every address voiced the patriotism with which the members were charged.

The Right Rev. Granville Hudson Sherwood, bishop of Springfield, pronounced the invocation. He was followed by Charles A. Andrews who, on behalf of Mayor Baumann, welcomed the convention to Springfield, while Lieutenant Governor John G. Oglesby represented Governor Frank O. Lowden, who had been called to Washington. Mr. Oglesby pointed out the important place in the national crisis held by the grain dealers and voiced for the chief executive of the state the high confidence that all had in the integrity, ability and patriotism of the trade.

In a short but graceful response to the welcome T. E. Hamman of Milmine acknowledged the quick-

distribution of food and supplies adequate to care for the thousands who are lifted out of their usual employment and made government employees.

"Business as usual" is the right slogan.

The course of trade must be more unhampered than ever before.

The need for business-like handling, marketing and distribution of grain was never greater. The duty devolving upon you as the middlemen of this grain state was never more apparent.

To make the point personal, your secretary has considered it his duty to remain at his executive post with your association. I might have resigned my position and enlisted. At first that seemed to me the thing to do. But the consultation and advice of Government officials and of the officers of the Association convinced me that for the time being, at least, my duty was to stay on this job, to concentrate on this work, and to help solve the big problems of the immediate future.

I am in close touch with the Government at Washington, and with the state administration, and have offered my service to both, and have taken the liberty of assuring both that the members of this Association stand ready and willing to perform such duties as are assigned to them, whether in the front lines of battle or in the rear trenches of the farms.

Second only in importance to the growing of food is the distribution of food. There, at present, our duty lies. Let us remember this during the days ahead, and have in mind that our weight of responsibility is heavy, and that conservation and economy in the handling of grain will mean real service to our beloved country.

The opportunity for co-operation in the grain trade is evident. It is a national duty now to put aside all petty conflicts and side-issues which make for inefficiency, and work together in harmony for the main cause. More than ever before there is need today of intelligent competition, of sane business, of real co-operation within the trade. Let us make that our contribution in this time of supreme test for the nation.

Because of the national need for united action, it is a matter of special pride to be able to report that never before has the Illinois Grain Dealers' Association been in such flourishing condition.

Membership Campaign

Our campaign for new members has been peculiarly timely. The trade has been prosperous and successful in general, during the past 12 months. Many who have not previously affiliated with us have come to grant the value of the Association, and to appreciate that now is the time for grain dealers to pull together for their own good, for the general good of the trade, and for the greater good of the nation.

The success of the membership campaign means much to every one of you. That campaign will continue—not so strenuously, perhaps, but without interruption—until every desirable grain dealer in the state of Illinois who is regularly engaged in the business of buying and selling grain, is a member of the Association. For that continued campaign I ask and shall expect the loyal co-operation of every member of the organization.

The actual drive for new members has not been of long duration, only about two months. During the balance of the year, we went after good prospects and landed many. Hence the campaign has really been in progress since the last convention.

The 10 Association districts have been used during the most active part of the campaign, a chairman being named for each district, with several assistants named to aid him. It is a regrettable fact that in some districts the chairman has had to do all the work.

The campaign has developed some fine Association workers and the secretary has discovered valuable material for future use.

The results of the campaign follow, the report being by credits to the workers who have landed the memberships: B. L. Christy, Viola, nine; R. C. Baldwin, Bloomington, five; L. E. McAtee, Rantoul, four; P. P. Hill, Freeport, three; J. A. Waring, Peoria, three; U. J. Sinclair, Ashland, two; E. E. Schultz, Beardstown, two; E. M. Wayne, Delavan; Lee G. Metcalf, Illiopolis; H. I. Baldwin, Decatur; H. S. Antrim, Cairo; J. B. Stone, Mattoon; J. A. Harlan, Cheneyville; F. S. Shultz, Shipman, one each.

It will be seen that B. L. Christy, Viola, has made the best individual record, outdistancing his nearest competitor, R. C. Baldwin of Bloomington, by four applications, and Mr. Christy especially deserves the hearty thanks of the Association for his splendid work. All of the workers who succeeded in "bringing home the bacon" are to be thanked for their efforts.



ASSOCIATION OFFICERS WITH REAR-ADMIRAL C. B. T. MOORE
Rear-Admiral Moore Second from Right.

the Council of the Grain Exchange passed the resolution: "That a committee of three be appointed to censor all trades for the next two or three days and report at a later meeting of the Council." On that committee R. Magill, F. O. Fowler and T. Brodie were appointed and did their work well, but in spite of it May wheat went to \$3.05 on May 2.

The Council of the Grain Exchange, because of the scarcity of contract grades on the market, took the matter up with the Royal Wheat Commission, which held a long line of May delivery, and they agreed to take all grades at certain discounts: No. 4 wheat at 30 cents under May; No. 1 Northern tough at 15 cents; No. 2 Northern tough at 18 cents; No. 3 Northern tough at 30 cents; and No. 4 Northern tough at 45 cents under May.

On May 3 the Council passed a resolution: "That the Council, as Managing Committee of the Winnipeg Grain Exchange, hereby withdraws the facilities for trading in May and July wheat until further notice."

The action did not prevent trades being adjusted through the clearing house, nor did it affect October trading. On the following day at a general meeting of the Exchange all of these measures were endorsed, so that May and July will hereafter not appear in Winnipeg quotations.

ening of responsibility and purpose that the addresses had occasioned and called attention to the large attendance of ladies which was a good and healthy indication of the temper of the Association meetings.

SECRETARY HITCHCOCK'S REPORT

Secretary Hitchcock read his annual report, as follows:

Never has the importance of the grain trade of Illinois to the welfare of the nation, been so great as it is at the present time, and as it will be during the ensuing period when the nation will be facing its biggest crisis.

What to do in the present national emergency is an individual question that concerns every one of us.

In these days when the calls for enlistment are heard on every hand, it is the natural tendency to answer these calls. It requires some courage not to do so. It is almost the way of least resistance, just now.

It is well to bear in mind that service to the nation is not to be performed only by the man who shoulders a gun and marches to the front. President Wilson enunciated the correct idea when he addressed the nation with his appeal for a realization of how many things, how many kinds and elements of capacity and service and self-sacrifice, are involved. There are things to be done besides fighting, and as he aptly put it, "the things without which mere fighting would be fruitless." Back of the trenches, behind the battle-line, there must be production and conservation and

The campaign chairmen were the following, all of whom worked hard and have the hearty thanks of the Secretary for what they undertook to accomplish: District One—B. L. Christy, Viola; District Two—E. M. Wayne, Delavan; District Three—B. P. Hill, Freeport; District Four—Frank Baker, Chicago; District Five—R. C. Baldwin, Bloomington; District Six—C. R. Mitchell, Ashmore; District Seven—Victor Dewein, Warrensburg; District Eight—U. J. Sinclair, Ashland; District Nine—Trave Elmore, St. Louis; District Ten—H. S. Antrim, Cairo.

The headquarter's office succeeded in bringing in 35 new members and 11 reinstatements.

The total number of new members and reinstatements during the fiscal year May 1, 1916, to May 1, 1917, is 81. This is not quite the 100 new members that we started out to get, but the total is certainly satisfactory.

The additional members in Districts One, Nine and Ten are particularly welcome, because the Association has never been strong in those parts of the state, and it means much for us to add to our numbers there. District Five shows up better than any other, largely due to the effective work done by Director R. C. Baldwin of Bloomington. He has been a consistent member-getter throughout the year.

By the addition of these new members, more than 150 elevators have been added to our lists, and we can point with pride to the fact that over half the grain elevators in the state are now represented in this Association.

We are also glad that we have been able to add several farmers elevator companies to our rolls during the year.

Organization Work

Because I have an opportunity to address you very frequently on the work of the Association and on subjects of importance to you as grain dealers, I shall not take much time in this report to go into detail concerning our activities during the past year. You will also hear reports from the heads of all committees.

I shall mention only briefly the different branches of Association work, emphasizing their value to members, partly for the benefit of those newly affiliated, but also to refresh your memories concerning your advantages:

The Bureau of Legal Advice has assumed great importance recently, because of the many and varied questions which have been vexing the trade, owing to exceptional business conditions. I have on file several hundred letters and answers which prove conclusively the value of this Bureau, which is so efficiently headed by the Counsel for the Association. When in doubt on any legal point—write me and I will get you the information desired.

The Claims Bureau, as will be reported to you, has increased in value to its patrons. A strong bureau for the collection of loss and damage claims is a real asset to our work. The power of united action is best demonstrated by this Bureau. File your claims through your Association's Claim Bureau, and save yourself, time, trouble and expense—for you may rest secure in the knowledge that no stone will be left unturned to get you full justice.

Closely allied with the Claims Bureau is the Scale Department, which has just closed its biggest year's business. We are indeed fortunate in having as inspectors two men who are able, conscientious and thorough. Every dealer should have his scales—both his receiving scales and his shipping scales—tested twice a year, before the movement begins and some time during the busy period, as a precautionary matter.

Within a month we will issue our first crop report for the present season. It is my hope that we may have prompt answers from every member to the monthly inquiries as to crops in each vicinity, so that the reports issued by the Bureau of Crop Reports may be comprehensive and authoritative. Fill out the blanks and send them to the secretary's office by return mail.

More and more we have come to use the arbitrary divisions of the state for our Association work, using 10 divisions; and the making of these divisions a permanent plan will facilitate all our work immensely.

Arbitration of trade differences is an established fact, not only in our business but in every other line of organization. Our rules are fair to both sides and our committee, composed of men who understand the grain business and know the trade rules, renders sane and cool judgments that establish precedents for the future and make for harmony in the trade. There is no such thing as a case which cannot be arbitrated. Where two minds differ is where the Arbitration Department operates with fairness to both, and sets forth the correct basis for adjustment. The Arbitration Department is the grain man's court. It is plain common sense to use it whenever a controversy arises.

The Traffic and Service Bureaus mean just what the names imply. Your traffic problems have prompt attention in the Traffic Bureau, and your needs for special service will be met by the Service Bureau. Use both when necessary.

The Monthly News Bulletin has been issued on the 15th of each month since May 15, 1916. From the favorable comments made, this bulletin is evidently

filling a long-felt want of the members to have definite and timely information of the work of their organization and news of value to them in their every-day business. It is my plan to ask the approval of the Board to print the Bulletin each month, beginning with the convention issue, May 15. Each member can help me by suggestions and inquiries. I hope to get some of you to make contributions on topics of current interest, from time to time. This Monthly News Bulletin is not in any sense intended to displace the trade papers. It is my pleasure and profit to read all of them as they are published, and I urge that every progressive grain dealer should be a regular subscriber and a careful reader of at least one trade paper.

The Association is particularly indebted to the Executive Committee, which has handled the biggest and most important matters with effective dispatch and careful attention. This Committee's appearance



FLOWER GIRLS OF E. B. CONOVER GRAIN CO.

before a committee from the Association of Presidents of Illinois railroads has done more than can yet be measured to establish good feeling and friendly co-operation between shippers and carriers. The ancient feud is about to end and there is coming for all of us better relations with the railroads, as a result of their splendid presentation of the cause of the grain shipper to the railroads.

Your Board of Directors and your officers, one and all, have rendered splendid service at all times. They have always been prompt in answering the frequent calls sent out from the secretary's office, and their business sense and broad-mindedness have guided the association through many trials and tribulations. In the retirement of President Dewein this year, we lose an able chief, whom it will be difficult for any one to succeed.

Your secretary is deeply indebted to each individual official for his stalwart support and his wise suggestions, and takes this opportunity to publicly



J. E. CAIRNES, MRS. AND MR. W. K. MITCHELL
Chicago, Ill.

express his sincere gratitude for this valiant assistance throughout the year.

The same thanks is gratefully rendered to all the committeemen, and to the loyal members of the Association for their good spirit and friendly co-operation.

Without all these able assistants and advisors, the successful year which we have just ended would have been impossible. With them, the difficult and trying work of the secretary's office has been made a pleasure and a satisfaction to him.

The Future

In making this general resumé of our activities during the past year, we should not only cast up our totals of accomplishments, but should also look ahead into the future and plan for it. I submit, in closing, the following suggestions:

As an Association—Let us fight the good fight for the betterment of the grain trade along every line, and let

us leave no stone unturned to gain for our business its fair status in the courts, as well as in commerce and finance;

Let us improve and broaden every branch of Association work so that every need of the grain trade can be met promptly and with effectiveness;

Let us so continue this organization that it will be still further recognized as an association of good business men, banded together for their general improvement and for greater public service;

As Individuals—Let us strive for greater efficiency and let us establish and maintain better facilities for the handling and marketing of grain;

Let us try to make every member of the Association a manufacturer of quality, by the intelligent grading of grain as it is received from the farms, thereby establishing our brands as marketers of grain, just as surely as though we were millers of grain;

Let us encourage our farmers by every legitimate means, but let us realize that we are not bankers, and that we should refuse to advance money on future crops or buy something that may be but isn't yet;

Let us say to the grower of grain—"Grow better grain and more of it, and I will grade what you bring me with conscientious integrity, so that you will profit by improving your quality, and need not feel that you are on the same plane as the fellow who doesn't care;"

Let us preach the gospel of the validity of contracts, not only by making the other fellow observe his, but also by living up to our own;

Let us back the Association and patronize its bureaus, realizing that in union there is strength and that in such an organization, loyally supported and intelligently forwarded, there is power;

Let us conduct our business in every detail so that we shall merit and gain the approval and good-will of our communities, and render efficient service to state and nation;

Let us strive to make our membership in the Illinois Grain Dealers' Association mean something more than it has meant before, by reason of our representative activities and our individual and collective standards of justice, equity and a square deal.

Finally—Rally to the standard of the nation with the battle-cry of "Business as Usual." Serve in the rank and file of your selected trade with firm integrity and good judgment.

So will you help the United States to achieve its victory for Democracy and Humanity.

The secretary also submitted a financial statement showing receipts of \$10,758.59 compared with \$7,915.24 for the preceding year. The disbursements amounted to \$10,113.81 compared with \$8,341.73 for 1916. This left a balance on hand May 1, 1917, of \$831.19.

The substance of Treasurer William Murray's report was contained in the secretary's statement. The report of the Finance Committee which audits the books of secretary and treasurer followed.

RESOLUTION CHANGING CONSTITUTION

The report of the Resolutions Committee, was read by C. F. Scholer of Farmer City, as follows:

Resolution No. 1 concerns changing the constitution so that the Board of Directors shall consist of 10 directors and three officers, the president, vice-president and treasurer, where previously there were but seven directors and two officers, the president and vice-president, as voting members, and is as follows:

Whereas, the growth of the Illinois Grain Dealers' Association warrants a broadening of activities and an extension of our influence; therefore, be it

Resolved, by the members of the Illinois Grain Dealers' Association in convention assembled that the constitution and by-laws of the Association be amended as follows:

Article III, Sections 1 and 2, to be amended to read: Section 1. The officers of this Association shall be a president, vice-president, secretary and treasurer, and 10 directors.

Sec. 2. The president, vice-president and treasurer shall be ex-officio members of the Board of Directors, and the government and direction of this Association shall be vested in the Board of Directors.

Article IV to be amended to read:

Article IV—Election by Ballot.

.....Sec. 3. The president, vice-president and treasurer shall be elected for one year, and the directors shall be elected for two years, by ballot, at the regular annual meeting....., etc. In the election of directors, of the five who are to be elected annually each year, after the convention in May, 1917, those having the highest number of ballots shall be declared to be duly elected directors for the ensuing year. In all elections for president, vice-president and treasurer and directors, the vote shall be by ballot, and only members in good standing shall be entitled to vote, and only one vote for each membership.

.....Sec. 6. At the regular annual meeting in May, 1917, there shall be elected a president, vice-president, treasurer, and seven directors, (two directors to be elected for a one-year term, and five directors to be elected for a two-year term); and at the ensuing annual meeting there shall be elected a

president, vice-president, treasurer and five directors; and five directors shall be elected in each succeeding year, each for a two-year term.

Resolution No. 2 concerns additional committees under Sec. 3, Article III, adding to the section referred to:

A Membership Committee of 10 members, and a chairman.

A Crop Reporting Committee of 10 members.

A Traffic Committee of five members.

These additional committees also call for designations under Article I of the by-laws which prescribes

bership, when the fee may be withheld.

Sec. 2. The annual dues of each member shall be \$12 per year, payable annually in advance.

ADMINISTRATION OF THE U. S. GRAIN STANDARDS ACT

W. P. Carroll, supervisor of the Chicago district, represented Charles J. Brand, speaking as follows:

It is a conservative statement that there has been no legislation enacted within the past decade of more importance to the merchandising of grain than the United States Grain Standards Act. It grants to the Secretary of Agriculture full authority to investigate

for shipment in interstate or foreign commerce any of such grain which is sold, offered for sale, or consigned for sale by grade unless the grain is inspected and graded by an inspector holding a license from the Secretary of Agriculture, and grading grain in accordance with the official grain standards established by the Secretary of Agriculture. The two exceptions where grain need not be graded by a licensed inspector are: first—when such grain is sold by sample or type; and second—when the grain is shipped by grade from a point where there is no inspector to a point where there is no inspector. The fact of the whole matter is that if the grain is sold by grade and inspection services by a licensed inspector are available, the grain must be inspected somewhere between the points of shipment and destination, but the choice of places is left to the interested parties.

Official Standards Must Govern.

The Act also provides that when grain is merchandised by grade for interstate or foreign commerce, the official grain standards of the United States must be used in all such transactions and all other standards are prohibited. No person is permitted in any oral or written contract, certificate, shipping documents or in any writing whatsoever relating to the shipment or delivery for shipment in interstate or foreign commerce of any grain for which standards have been established, to describe or in any way refer to any such grain as being of any other than a grade in the official grain standards of the United States. This portion of the Act positively prohibits the use of any grades established by Chambers of Commerce and State Inspection Departments in interstate or foreign commerce as soon as there are official grain standards of the United States for that grain.

For the efficient execution of the provisions of the Act, the Secretary of Agriculture has now divided the United States into 32 districts. Each of the districts is in charge of a supervisor who is, for the purpose of the Act, the designated agent and local representative of the Secretary of Agriculture for the particular district in which he is located. These supervisors are authorized by the provisions of the Act to examine any lot or parcel of grain intended for interstate or foreign commerce and which is said to conform to one of the official grain standards of the United States. If this grain, after examination, is found to have been incorrectly graded, after opportunity for a hearing has been given the owner, the shipper, and the inspector, the Secretary of Agriculture may publish his findings in regard to the shipment. This publication of findings likewise applies to grain merchandised under any name, description, or designation, which is false or misleading.

Appeals.

The part of the Grain Standards Act which is of most interest to country shippers is that provision which grants authority to the Secretary of Agriculture to entertain appeals from the grading of any lot or parcel of grain. There are two classes of controversies regarding graded grain which may be referred for a decision to the Secretary of Agriculture. In the first class, if there is a difference of opinion between two interested parties regarding the grade of



A MORNING IN THE OFFICE OF J. H. LLOYD & CO. OF SPRINGFIELD

the duties of officers and committees in three separate sections, as follows:

Sec. 12. Membership Committee—It shall be the duty of the Membership Committee to have charge of membership promotion and campaigns in the different districts of the state, using the Association divisions as the division of territory basis, as otherwise designated, one committeeman being appointed for each district, and in addition a general chairman to have oversight of the work of the committeemen.

Sec. 13. Crop Reporting Committee—It shall be the duty of the Crop Reporting Committeemen to report in a general way concerning the crops in each district, during the crop growing season, a committeeman being appointed for each of the districts in the Association.

Sec. 14. Traffic Committee—It shall be the duty of the Traffic Committee to have charge of the Traffic Bureau, and to advise with the secretary on all matters related to railroad rates and transportation conditions.

Resolution No. 3 concerns the establishment of Association districts for the various branches of organization work and activities and combines with Article VII of the by-laws, that article being amended to read:

Article VII. Association Divisions.

Section 1—There shall be 10 general divisions of Association work, which shall be designated by number and be composed of counties, as follows:

District No. 1—Bureau, Henderson, Henry, Mercer, Rock Island, Warren, Whiteside;

District No. 2—Fulton, Logan, Marshall, Mason, McDonough, Peoria, Stark, Tazewell, Woodford;

District No. 3—Boone, Carroll, DeKalb, Joe Daviess, Lee, Ogle, Stephenson, Winnebago;

District No. 4—Cook, DuPage, Kane, Kendall, Lake, McHenry, Will;

District No. 5—DeWitt, Ford, Grundy, Iroquois, Kankakee, LaSalle, Livingston, Putnam, McLean;

District No. 6—Champaign, Clark, Coles, Crawford, Cumberland, Douglas, Edgar, Jasper, Piatt, Vermilion;

District No. 7—Christian, Macon, Macoupin, Montgomery, Moultrie, Sangamon, Shelby;

District No. 8—Adams, Brown, Calhoun, Cass, Greene, Hancock, Jersey, Menard, Morgan, Pike, Schuyler, Scott;

District No. 9—Bond, Clay, Clinton, Edwards, Effingham, Fayette, Jefferson, Lawrence, Madison, Monroe, Perry, Randolph, Richland, St. Clair, Wabash, Washington, Wayne;

District No. 10—Alexander, Franklin, Gallatin, Hamilton, Hardin, Jackson, Johnson, Massac, Pope, Pulaski, Saline, Union, White, Williamson.

Resolution No. 4 concerns dues, amending the by-laws, Article II, Membership Fees and Annual Dues, to read thus:

Section 1. The membership fee to become a member of the Association shall be \$5 for each applicant, and shall in every case accompany the application for membership, except in case of a transferral of membership from a firm formerly holding membership to its successor, or in case of a reinstatement to mem-

the handling, grading and transportation of grain; and to establish standards of quality and condition for corn, wheat, rye, oats, barley, flaxseed and such other grains as, in his judgment, the usages of the trade may warrant and permit. The Secretary of Agriculture is furthermore authorized to alter or modify any of these standards which he established whenever the necessities of the trade may require changes, provided he gives the grain trade 90 days' public notice before any such changes of standards may become effective.

Corn Only Grain Involved Now.

As soon as the Secretary of Agriculture establishes any standards for any grain, the grain then becomes subject to the provisions of the Act if the grain is sold, offered for sale, consigned for sale, shipped or delivered for shipment by grade in interstate or foreign commerce. Standards are now established and effective for corn only, consequently the Grain Stand-



VALIANT WORKERS ON THE LOCAL SPRINGFIELD COMMITTEE

W. H. Barnes, Geo. Wiedlocher, Slim Fernandes, Norman Midden.

ards Act does not apply to any of the other grains at the present time. On April 1 of the present year, however, the Secretary of Agriculture fixed and established wheat standards, and the winter wheat and the spring wheat standards will become effective this year on July 1 and August 1, respectively.

The Grain Standards Act provides that whenever standards have been fixed and established for any grain in accordance with the Act, no person (with two exceptions) is thereafter permitted to ship or deliver

a lot or parcel of grain by a licensed inspector, it is called a case of appeal; and, in the second place, if there is a difference of opinion concerning the grade of a lot or parcel of grain that was sold in interstate or foreign commerce or shipped by grade, from and to non-inspection points, and the grading was done either by the shipper or receiver, such a controversy is called a case of dispute.

The Act provides that any interested party may file an appeal, but this appeal must be made before

the grain has been moved from the place of inspection and before the identity of the grain has been lost. In the rules and regulations established for the enforcement of the Act, to prevent abuses of long delays and to insure uniform practices in all markets, it is required that an appeal must be filed within 48 hours, exclusive of non-business days, from the date and time of the inspection from which the appeal is taken.

How to Take an Appeal.

With reference to the first class of controversy, for the convenience of interested persons who live at a distance from the place of inspection, an appeal may be taken by filing in the office of Federal Grain Supervision, in the district in which the inspection appealed from was made, by telegraph, telephone, or otherwise. Enough information must be given to enable the supervisor to determine whether he has jurisdiction and where he can find the grain to proceed with the determination of its true grade. In order that a formal record may be on file and to fix responsibility, the telephone or oral complaint must be followed by a written complaint, signed by the appellant or his agent, dated, giving the name and address of the parties interested in the grain, the place and date of the inspection from which appealed, whether the grain was involved in an interstate or foreign commerce transaction, together with the points of shipment and destination, the kind and grade of the grain, the identification of the grain and such other information as may be at hand. In addition to these requirements, the inspection certificate should be filed, or a statement made, giving the name of the holder and a fee sufficient to cover the cost of the appeal should also accompany the complaint. In order to obtain quick results and to reduce the cost of an appeal, provision is made in the rules and regulations for the submission of samples which have been agreed to between the appellant and respondent, and which have been acquiesced in by the inspector from whose inspection the appeal is made.

Filing Complaints.

Referring to the second class of controversies above mentioned, there are numerous instances where grain is shipped by grade from interior points where there is no licensed inspector to points where there is no licensed inspector. Should a dispute arise in such instances between the shipper and consignee regarding the proper grade, either party may file a complaint in the same manner that an appeal is made from a grade given by a licensed inspector. In these cases, samples may also be agreed to by the interested parties, thereby reducing the cost and accelerating the work of the supervisor. It is the duty of the supervisor, however, to see that every party interested, in case of an appeal or dispute, is furnished with a copy of all complaints, answers, statements, and findings. In case of appeal, if the contention of the appellant is sustained by the findings of the supervisor, all fees are returned to the appellant, and if the appeal is not sustained, they are deposited in the Treasury of the United States as miscellaneous receipts. In dispute cases, however, the fees are retained by the Department of Agriculture, whether the complainant is sustained or not in his contention and it then remains for the interested parties to adjust the costs of determining the true grade between themselves.

On April 14, there had been 269 appeals to the Secretary of Agriculture. Of this number, 71 appeals were sustained, that is—the grade assigned by the inspector was changed, and 192 appeals were not sustained, showing that the grade assigned originally by the inspector was the true grade. There were six cases in which the appeals to the secretary were dismissed because of lack of jurisdiction. There has been but one dispute referred to the secretary.

Supplementary to what has already been said about the requirements in taking an appeal, it may not be inappropriate to state here that the procedure is not as complicated as many believe. It consists of the three following essentials, viz: (a) filling out a complaint properly identifying the parties to the transaction and the grain; (b) attaching the inspection certificate from which the appeal is taken; and (c) a certified check or money order for \$5.

Status of Licensed Inspectors.

I have found very erroneous ideas regarding the status of licensed inspectors. There are many people who are laboring under the impression that licensed inspectors are Federal employees or officials, and that the Secretary of Agriculture assigns them to different places throughout the country to inspect and grade grain. This is not true. The licensed inspectors are not Federal employees, and the Department of Agriculture neither employs nor locates any licensed inspector at any place. Licensed inspectors are employed and reimbursed for their services by the same organizations which have employed them in the past. The Grain Standards Act, however, places one striking restriction upon all licensed inspectors which heretofore has not been general throughout the country. The restriction is that no person, licensed by the Secretary of Agriculture to grade and inspect grain, shall in any way be connected with the merchandising and warehousing of grain during the period he is engaged in inspecting and grading grain.

In the licensing of inspectors, the Act makes it mandatory that all inspectors employed by any state inspection department, upon application, shall be given

licenses without any other evidence of their competency than that they are employed as grain inspectors by the state. On the other hand, every other person applying for a license to inspect and grade grain must demonstrate his competency in some way before a license is issued to him. However, after being granted licenses to inspect and grade grain, there is no distinction between inspectors employed by states, boards of trade, and inspectors working on a fee basis. Every licensed inspector, irrespective of employment, must issue approved inspection certificates, make daily and monthly reports, keep records, and render his services in accordance with the rules and regulations of the Secretary of Agriculture. In grading grain, the individual inspector is now held responsible for the grading of grain, and not his employers.

Today I wish to call your attention to some matters regarding the shipping of grain. As has been



F. W. MUELLER, B. E. MILES, E. H. YOUNG
Peoria, Ill.

heretofore stated, grain for which standards have been established, may be shipped by grade from a point where there is no inspector to a point where there is no inspector under certain conditions. In the rules and regulations, established by the Secretary of Agriculture for the enforcement of the Grain Standards Act there is a provision that requires reports from shippers on such uninspected grain when it is shipped by grade in interstate or foreign commerce. Shippers of such grain are required to transmit to the Secretary of Agriculture at Washington within seven days of shipment, a statement which shows the date of shipment, the kind of grain, the quantity, the grade by which it is sold, the point of shipment and the point of destination, the name of the carrier, the identification of the grain, and the name of the shipper.

For the purpose of Regulation 7, which requires that these reports be made, the shipper may best be defined in general terms as the party who issued the



HARRY J. ROGERS, MRS. AND MR. S. H. WARNER
Chicago, Ill.

instructions to the carrier to transport the grain. The point of shipment or the destination named in the reports of uninspected grain must not be an inspection point. If grain is sold or shipped in interstate or foreign commerce, inspected, and billed to a point, and while the grain is in transit, one of the parties to the transaction diverts or reconsigns this grain, pursuant to a sale by grade, to a non-inspection point, this grain must be reported as a ship-

ment of uninspected grain from the diverting point and its last destination. This information is required on all such shipments of uninspected grain, and your attention is therefore called to what shippers are expected to do in such transactions.

Uneven Loading of Cars.

There is another subject which should be brought to the attention of country grain shippers and one in which I believe shippers can assist. This is the matter of uneven loading of grain cars. This is one of the most trying and disagreeable features of grain inspection because uneven loading is the source of more complaints and dissatisfaction than anything else in the handling of grain. It is no uncommon occurrence to find grain of different quality and condition in the bottom and top and in each of the different corners of the car. The sampler then has great difficulty in obtaining a proper representative sample from the car, which renders it impossible for the inspector to place the proper grade, and for the commission merchant to obtain what he considers the proper price for the grain, and then, in turn, the country shipper who loaded the grain is dissatisfied. It seems to me that this is a matter which can be easily remedied if more attention were given to the proper mixing and loading of grain before it is placed in the car.

Another matter of almost equal importance is that of loading cars so full that proper samples cannot be secured by which the grain may be graded and sold. If grain is sold by grade and the services of a licensed inspector are available, the grain must be inspected and certificated before the act of grading the grain is accomplished and grain is not considered inspected and graded within the meaning of the United States Grain Standards Act unless a certificate of inspection is issued to the shipper or owner. This situation then places the burden of making the grain accessible to the inspector upon the owner, if it is sold by grade. In many instances, the only samples that can be obtained must be taken from in front of the door. No one can get into the car to obtain a sample and nobody, but the person who loaded the car, can tell what kind of grain is in the bottom and ends of the car. Thus far, the rules and regulations provide that no licensed inspector shall issue a certificate unless he can obtain proper and representative samples of the grain. The inspector, therefore, cannot assume the risk of placing a definite and final grade upon a parcel of grain so loaded. The owner must have the car graded to comply with the Act and it may even be necessary to transfer the grain to an elevator so that correct samples may be secured from all parts of the car.

Cars Are Too Full.

In this connection, during the past three months numerous requests have been made to the Department to permit the issuance of certificates of inspection on cars from which proper samples could not be secured on account of being loaded too full. The Department, under date of April 13, sent out in circular form to the various grain trade organizations, inspectors and grain firms, a proposed amendment to the rules and regulations, at the same time asking for suggestions and comments from the trade as to the advisability of such an amendment. In substance, the proposed amendment permits the issuance of certificates on cars arriving at a terminal market so heavily loaded that a proper sample of the entire lot of the grain in the car cannot be secured, provided that the certificate so issued plainly states that it represents the grade of grain in a heavily loaded car, and specifically states the extent to which the grain in the car was accessible for sampling. The proposed amendment contemplates the issuance of such certificates on incoming grain only, and the amendment does not apply to cars shipped out, and furthermore, a certificate of this kind shall not represent the grade of a car of grain unless the car be unloaded at the place of the inspection for which the certificate was issued.

Purpose of the Act.

The primary purpose of the United States Grain Standards Act is to provide a uniform set of standards for grain and to bring about the uniform application of such standards as are defined by the Act. Uniform standards and a uniform application of the same have long been desired by those who merchandise in grain. Uniformity is now possible and your co-operation is wanted to make the law a success and a benefit to all who deal in grain. It is realized that this Act and the rules and regulations for its enforcement are not fully understood by many who are engaged in the handling of grain; problems which no one anticipated will arise from time to time and you are urged to bring these matters to the attention of the Department of Agriculture, and I assure you that the officials, who have the administration of this Act in their hands, will always give you a respectful hearing and endeavor to assist you in solving your difficulties.

Following Mr. Carroll's paper a discussion was held as to whether the terms "Cool and sweet" constituted a grade. The opinion of most shippers seemed to indicate that it was so considered. Mr. Carroll also requested the opinion of the meeting on the proposed change in the rules for the administration of the Grain Standards Act relative to the certificates on cars too full for proper sampling.

After considerable discussion a large majority favored the proposed new rule.

APPOINTMENT OF COMMITTEES

President Dewein appointed the following committees: Nominations: Lee G. Metcalf, O. N. East, Chase Savage, C. P. Kline and W. S. Miller. Resolutions: C. F. Scholer, C. E. Graves, F. G. Horner, H. A. Rumsy and D. D. Baker.

F. C. Meagley of the Santa Fe Railroad, spoke of the progress that was being made in furthering the mutual understanding of the railroads and grain

this rule before its adoption. But it was adopted over our objections, with no good reasons cited. I am inclined to think that the grain dealer will turn toward the markets of least resistance whenever possible, and that markets which are at all accessible to us and that are less hard on the country shipper in their rules, will get more and more of our business.

Praise for Weighmaster Foss.

In passing let me speak a well-merited word of praise for the efficiency of the weights of our Illinois terminal markets, and particularly of the Chicago Board of Trade's Weighing and Inspection Department. Other weighmasters might well go to school to "The

tion and the good of state and nation, and the results will be all you can desire.

We are living in the midst of stirring times. No one knows what new thing tomorrow will bring forth. We read that the Government is planning licensing the middleman and controlling prices. In such times selfish interests must be laid aside and we must bend our personal desires to the main issue. Whatever comes, I urge you members of this oldest and greatest state grain association to stand together in the spirit of the new nationalism, loyal and staunch for the nation. That is your duty.

HOW TO REMEDY THE CAR SHORTAGE

W. T. Cornelson of Peoria, gave an interesting account of the car shortage and the remedies being planned to end it. He traced the history of the acute condition from last June when there came from the East a sudden demand for corn. This took thousands of cars from the West to the Seaboard, and those cars never came back; they were used in the shuttle movement between the Eastern lake ports and Pittsburgh district and the ocean ports. This accumulation of Western cars in the East continued until the sidings and even many line tracks were so congested that movement either way became difficult.

There was no authority in the country to demand the removal of cars from one territory to another, and finally the Esch Bill was introduced, which gives that authority to the Interstate Commerce Commission. The Esch Bill has now passed the House, and its enactment into law will give a considerable measure of permanent relief.

The trouble has been largely due to the inefficiency of the railroads at terminal points. Mr. Cornelson illustrated this from instances in his own experience at Peoria when 20 per cent of the cars were held from four to 15 days after they were billed.

In February the home routing rule, which has been a rule for years, was made effective, but instead of helping conditions it made them worse. When the Committee from the Grain Dealers' National Association went to Washington on May 1, they found that the American Railway Association had appointed an Executive Committee of five railway presidents with power to move cars wherever they saw fit. In effect the entire rolling stock of the country had been pooled and a free interchange of cars was possible. But the committee which went to Washington met with the Car Service Committee of the Railway Association and impressed upon them the fact that the Government was exerting every



WAITING FOR THE AUTO TRIP TO ILLINI COUNTRY CLUB
Messrs. and Mesdames Wm. Wheeler, A. E. Wood, W. M. Hirshey and Miss Hirshey.

dealers, and complimented the Association upon its work.

FRIDAY AFTERNOON SESSION

President Dewein delivered his annual address at the start of the afternoon session first reviewing the work of the Association during the three years that he had been its head and then passing on to discuss the war and the necessity of helping the Government in every way possible. He said that the grain handlers occupy the second-line trenches in the conflict. He touched upon the car shortage problem and said that the ruling of the Public Utilities Commission concerning car distribution in times of shortage should work out with fairness to all. Continuing he said:

Set rules have been established for distribution of available cars, according to the volume of past business as between stations, and on the firm basis as between dealers. There are some who may feel that this rule will work adversely to their interests. But almost any rule hurts some one, and it is possible that the man who protests against this ruling has had more cars than his share in the past. At any rate we should all give this rule, which has been handed down after long and careful consideration and advice, a good trial before asking that it be changed.

Concerning the car shortage, we must all admit that it has been very troublesome. At the same time we must confess that it has been also profitable. The Government is taking steps now through the Council of National Defense, to move what remains of the last crop. However, let us not become careless and reckless, but be at all times conservative, let us not forget the past in any safety of the present or immediate future. Personally I feel that as long as the war lasts there will continue to exist a car shortage which will be felt by all of us in greater or less degree, from time to time. If we are blessed with the large crops which are so much needed, without doubt quantities of the new grain will remain on the farms, even longer than usual, until conditions right themselves.

Must Await Readjustment.

We were indeed fortunate the past year in having uniform crops of the highest quality to handle, which enabled us to hold in storage much grain until cars were finally received to load it out. We cannot expect to have such a large proportion of all grains again so nearly perfect in handling condition.

Grain prices having established new high levels, it surely behooves us to use due caution in our margins of profit. We cannot be expected to handle grain as when prices were materially lower. Then after the war we will return to the reconstruction period when prices must again readjust themselves.

It is with regret that I note that at least one market has already established a rule increasing commissions. I regret that this market has seen fit to do this at the present time, as I do not think this action is in line with what the future holds. Interest charges were understood to cover the cost of paying the huge drafts on each car of grain. We protested against

honest Indian" who has charge at Chicago and whose integrity has made Chicago the standard for weighing and inspection for the entire country.

I desire also to praise the commission merchants of the leading markets in their conservatism in not openly bidding the country shipper at this early date for new grain for July and August delivery. Although the supply of old grain will be practically exhausted when the new begins to arrive and keen demand will no doubt exist for all the grain we can offer. So many country shippers recall the disastrous results the wet harvest season of 1915 made on their early contracts. It will be time enough to openly bid for this cash grain after June 1 or even later. Perhaps it would rather be better to offer our commendations to the shippers for they as yet have not attempted extensively to purchase of their farmer patrons. These early country contracts do not increase the quantity of grain but are apt to arouse unfair competition and



SECRETARY EUGENE SMITH, ZEB. OWINGS AND ERICH PICKER OF ST. LOUIS

I think decrease our efficiency to each unit of co-operation with sound business and our country.

I should not omit to say a word about loyalty to the Association. A strong association means efficiency and only by the loyal allegiance of the united membership can the big work of the years ahead be accomplished. Let us all resolve anew to consider the call of our trade organization, a call to service, and meet it as a command that is not to be disobeyed or passed up. Stand together, a united company of patriotic grain dealers, for the good of the organiza-

tion to induce farmers to raise more crops, when Western elevators were full of the last crop which could not be moved. The railroads saw the importance of the point and promised relief, and there is already a little improvement in conditions. The roads are alive to the fact that the Western territory has been discriminated against and that the time has come to give it its share.

He spoke of the advance in freight rates asked by

the railroads and stated that there was no doubt but that some advance was justified. Also he approved of the waver of the hearing in the case of the one cent advance in Illinois, which would now go into effect.

ADDRESS OF REAR ADMIRAL MOORE

Rear Admiral C. B. T. Moore made a most interesting address on "What a Strong and Efficient Navy Means to Grain Dealer and Farmer." He stated that on the security of commerce depends the prosperity of farmers and grain dealers. Then he traced the development of commerce and showed how that development was intimately connected with naval effectiveness.

Commerce began by individuals in different savage tribes swapping commodities. This in effect is what international trade consists in today. As oversea trade was established powerful ships began to prey upon weaker vessels. To protect themselves merchantmen were armed, but this aggravated conditions, for the temptation for some armed ships was too great to resist and soon the seas were infested with pirates. This necessitated government action and navies were established whose business it was to protect the trading vessels of their country on the high seas.

The United States Navy has been of service in this respect many times in our history. In 1798 the French Government prescribed rules under which American merchantmen should sail and trade. President Adams called out the navy and ordered it to see that our commerce was not interfered with and the French Government soon retracted its orders.

In 1801 the pirates on the North Coast of Africa became so strong that no vessel passing the Strait of Gibraltar was safe. Commodore Decatur took a fleet of vessels to the Mediterranean and broke up the pirate depredations there for all time. In 1812 England attempted to dictate who should man our ships and where they should sail. Again our navy was called into action and several engagements occurred which ended with a free and uncontrolled commerce for this country. Again in the Civil War it was the navy which ended the destructive work of the Southern privateers and made effective the blockade of Southern ports. In all cases the navy has acted not for show, but to protect the traders of the United States.

Admiral Moore stated that about 20 years ago it was thought that the world had seen its last great war. A peace convention was called at The Hague for the purpose of effecting an agreement among nations for disarmament. The first meeting demonstrated that it was impossible to reach such an agreement. Then the effort was made to get agreement on compulsory arbitration and the Hague Tribunal was formed, but the Tribunal was shorn of its power as it could not subpoena a nation nor take any testimony except that which was offered voluntarily. We now hope for a court with power to summon nations and to collect evidence on its own authority. In the meantime justice between nations depends on force and in our own case it behooves us to be so situated that when we speak to a nation our utterance will be respected. If the navy is strong enough there is little danger of invasion or war, or that any nation will attempt to place an imposition on our commerce. The navy will always stand between the United States and danger.

Nor is there any danger to the country from the navy itself, as was illustrated in the naval rebellion in Brazil a few years ago, when the navy tried to depose the president. As it is entirely dependent on land for fuel and supplies, a navy, no matter how strong, can never be a menace to its own country.

He spoke of the present war and the seriousness of the job we have undertaken. It will take some time, he said, to get rid of piracy and we must do our share in sinking submarines. Then he made a plea for the heartiest support for the navy from all, for in every situation it has faced and in every crisis the country has undergone the navy has always made good.

REPORT OF EXECUTIVE COMMITTEE

E. M. Wayne of Delavan delivered the report of the Executive Committee which dealt first with arbitration, declaring it not to be a privilege of membership but an obligation. By declining to arbitrate

members lay themselves open to expulsion. During the past year no members were expelled from the organization, although several are now on the verge of it. After urging members to contribute to the litigation fund, the report told about the recent decision of the Illinois Supreme Court on the intrastate claims for difference between weights at



O. C. WHITE AND JOHN H. BROOKS
Chicago, Ill.

origin and destination in so-called non-leaking cars:

By this decision, the Supreme Court by a majority opinion, to which a minority of two dissents in our favor, holds that the Illinois Grain Weighing Statute is *constitutional*, but, apparently in order to so hold felt constrained to construe the statute as making the affidavits of shipper and consignee *prima facie* evidence only, and



W. F. BADER AND JOHN McHENRY

not conclusive evidence, of the weight of the grain transported, at origin and destination. This means, of course, that the matter of weights at origin and destination, when it is claimed that there has been a loss, is open to be disproved by the carrier by any kind of evidence otherwise competent, which will tend to show these weights as incorrect or inexact, and that the railroads may not only attack the scales and weights of

shipper and consignee, but may also introduce evidence as to the condition of the cars in which the grain was shipped.

On the other hand, it is clearly held that the constitutional provision makes the railroad *responsible* for the delivery of the number of pounds of grain which it receives for shipment, and *binds it to deliver at destination that number of pounds of grain*, unless relieved of that obligation by the act of God, or the public enemy, or the negligence of the shipper.

Railroads Responsible.

This is one of the most important points involved, since it precludes the carrier from urging additional conditions or placing others on the back of the bill of lading. This holding is not, of course, pleasing to the railroads since it definitely prevents their insertion of any provisions whatever in the bill of lading relieving them of any responsibility as carriers.

By this decision of our highest court, the duty is positively and affirmatively cast upon the railroads *to weigh the grain* offered for shipment. No longer can the contention be made that such a requirement is unreasonable and arbitrary, or that there is any difference in the railroads' duty because of the amount of grain shipped from any particular station. I refer to the statute in this state which requires the railroad to install and maintain, on request, track scales at every station the shipments from which are in excess of 50,000 bushels a year.

What the Railroads Must Do.

Our statute says that a railroad company that accepts grain for shipment is subject to a fine of \$100 every time it declines to weigh grain offered. Inasmuch as the law further requires the railroad to transport grain offered, the railroad is really "between the devil and the deep sea," as a result of this decision. The railroad cannot escape weighing your grain if you demand that it shall do so, except by paying a great series of fines, the aggregate amount of which would far exceed the cost of installing and maintaining track scales, which is their other alternative. We do not advocate either of these systems at this time; merely bringing them to your attention so that you may know your rights under the law.

Two courses are therefore open to you as shippers under this decision, and the new Claims Committee will put itself in position immediately after appointment to advise you on these points: You can absolutely force your railroad either to put in track scales and weigh your grain at every grain shipping station in Illinois, of which there are several thousand; or, as an alternative, by agreement to accept the weights of the shipper, after proper measures are taken mutually to insure the correctness of such weights.

In this decision the Supreme Court is silent on the question of natural shrinkage, and apparently this factor is otherwise to be settled and determined. We have been willing to concede that in cases where the car shows no evidence of leakage or rough handling and where seals were intact, a reduction might be made for natural shrinkage. We are inclined to think that an arbitrary deduction is not quite fair, and have adopted the policy that length of haul, quality of grain, moisture content, etc., should all be taken into consideration in determining the amount of shrinkage, and that each large claim could have the natural shrinkage deduction settled on its merits. But, we stand ready to admit the natural shrinkage feature when the proper time arrives.

Weight Prima Facie Evidence.

Under this decision, the carriers cannot successfully defend a suit by merely showing that the car moved from origin to destination under original seals, without rough handling, and therefore without opportunity for leaks. Nor will it be good defense to claim that a car was carefully coopered and there was no chance for a leak. On the contrary, the railroads, in order to defeat a claim for shortage, will be compelled to show that one or the other of the scales involved, either at shipping point or at delivery point, was out of repair and not weighing accurately, *at the time* of shipment or delivery. It can readily be seen that the railroad company would have considerable difficulty in establishing such a fact in court.

While some of us may not have been enthusiastically in favor of these test suits, and the assumption of such heavy expense by the Association, constituted as it is, we must all now frankly concede that the opinion as handed down is worth more than all the expense that the Association and the membership have been put to. The special attorneys engaged to prosecute these suits deserve our congratulations and commendation. They have already done well for the grain trade, even should the interstate case now in the Appellate Court go against us.

It suggested means to relieve and change the situation. The presidents appointed a committee to meet and to confer with our Executive Committee on the various points at issue.

Several conferences have been held between our committee and the special railroad committee, composed of F. C. Maegley, assistant general freight agent of the Santa Fe Railroad; B. D. Bristol, freight claim agent of the Illinois Central Railroad; J. D. Shields, assistant freight agent of the Burlington Railroad Company, and George Hannauer, general manager of the Indiana Harbor Belt Railroad.

Very early it was evident that the foundational difficulty between carriers and shippers was—scales. With

the blanket assertion that this Association is determined that honest weights shall form the basis of every shortage claim filed through our Claim Bureau, and that the railroads are entitled to strict integrity in weights, we went into these conferences in the hope of establishing the validity of our scales, knowing that the other reforms desired will follow in natural consequence.

Recently the plans of this joint committee were extended and there were invited into conference with us representatives of the Illinois Farmers' Grain Dealers' Association and of the Southern Illinois Millers' Association, as well as representatives of the terminal market weighing and inspection departments.

The balance of the report dealt with the efforts to bring carriers and shippers together and remove mutual distrust and suspicion. Several conferences were held by the Executive Committee with a Special Railroad Committee and much good accomplished. The fundamental difficulty was found to be scales. The following proposition was finally worked out in joint conference:

That the railroads should co-operate with the grain shippers of Illinois in the examination and repairing of elevator scales; that the railroads should use their test cards for this purpose, and their experts, together with the experts named by the associations and the

used in connection with their business shall be rented or leased except upon such terms and conditions as may be approved by the Public Utilities Commission, and no lease or other agreement shall be binding unless approved by the said Commission, and no existing leases shall be renewed unless submitted to the Commission for approval.

Another bill that is of indirect importance is one amending the Co-operative Incorporation Act passed by the last General Assembly to the effect that it shall be unlawful for any person or persons to receive directly or indirectly a commission or gift from the sale of stock in a co-operative company. This will tend to put a stop to the promotion of co-operative organizations in communities where there are no legitimate demand or sentiment for them, by promoters who have no more interest in the organization than the commission or bonus in stock they may receive.

The threshermen of the state are behind a bill which, if passed, would give them the first lien upon grain threshed or shelled by them for a period of six months from the time the last work was done. In other words, if this bill was enacted into law it would be necessary for the grain dealer to ascertain, before paying for grain, whether the threshing or shelling bill had been paid and satisfied. It appears to your committee this measure, if passed, would impose upon the dealer one more unnecessary burden. We would therefore ask the members of this Association to use their influence against its passage.

An amendment to the Public Utilities Act has been introduced which gives the Commission power to regulate and control the transportation of "food and fuel supplies." The bill gives them the power to determine and fix the maximum time for the transportation of food and fuel supplies from one point within the state to another point within the state; power to determine and fix the number of cars necessary to transport such supplies; to regulate the method of handling, change in structures, etc., to prevent the congestion of cars or the stoppage or delay in transportation service. It also gives the Commission power to regulate and set the charge of all commission men, broker or middleman engaged in handling, transporting, buying and selling food or fuel supplies, and carries with it penalties for the violation thereof. This bill, if properly amended, has some merit, and it would be well for the members of this Association to investigate the same.

The recent decision of the State Supreme Court to the effect that sworn statements of weighmen at origin of shipments are not conclusive evidence of loaded merchandise is a staggering blow to the grain handlers of the state, and your Committee believes thought should be given to a new grain weighing statute that would remedy this matter.

REPORT OF CLAIMS COMMITTEE

The report of the Claims Committee was read by Secretary E. B. Hitchcock and showed a great deal of activity during the year, but much of the work having been handled by the secretary's office, the committee was seldom called upon to exercise its supervisory powers. The work of collecting a litigation fund had been assigned to the Executive Committee. The arrangement with William R. Bach of Bloomington, counsel for the Association, had been continued, the Claims Bureau paying half of his retainer fee and the Association the other half. There were 1484 claims handled during the year, amounting to \$29,190.33. The average amount of claim was \$19.60.

REPORT OF SCALES COMMITTEE

George W. Walker of Gibson City read the report of the Scales Committee, showing that practically all the members of the Association had had their scales tested during the year. There were 583 scales tested at an average expense of \$5.11 per scale. Negotiations are proceeding favorably for joint scale inspection with the railroads. The report emphasized the importance of accurate weights since they form the basis of all claims. It was suggested that a wider difference in fee be made between inspecting scales of members and non-members and the report concluded by expressing confidence in Chief Scale Inspector Betzelburger and Assistant Scale Inspector Sowa and recommending their re-employment.

REPORT OF TRAFFIC COMMITTEE

The Traffic Committee's report read by H. I. Baldwin of Decatur, Ill., was quite brief, dealing entirely with the car shortage trouble. The committee has been active in supporting the Esch Bill giving the Interstate Commerce Commission power to enforce rulings on car movement and supply. Reference was also made to the ruling of the State Utilities Commission, directing the railroads to distribute available empty cars on a volume of business basis between stations and on an equal distribution basis between dealers. The report ex-

pressed the committee's belief that freight cars will give best service to all shippers when they are permitted to be loaded in the direction of traffic, wherever that may be, subject to a per diem or other charges large enough to cause them in a reasonable time to be returned to the road owning them.

MR. ATKINSON'S ADDRESS

Charles Atkinson, director of agriculture of Illinois, spoke at length on the effect upon the country of the war and conscription. He spoke of the newly appointed chief grain inspector of the state, I. D. Vincent of Ottawa, who was a high grade man and one in whom the grain dealers could have every confidence.

He told of some of the measures that were being carried out in the state to increase production of foodstuffs, which was the biggest question before the nation at this time. The danger to agricultural interests is great if conscription for the army is allowed to decimate the experienced help on the farms, for although the recruiting of unskilled labor for farm work is of great value, there will have to be



E. A. DOERN AND H. A. HILLMER
Chicago and Freeport.

shippers; and that these cars should move throughout the lines of the railroads in Illinois, testing and repairing scales, and instructing in the use of scales, all to be done at the lowest minimum of cost.

REPORT OF ARBITRATION COMMITTEE

The report of the Arbitration Committee, read by Chairman H. A. Hillmer of Freeport, stated that the four old cases remaining on the docket at the beginning of the year had been declared outlawed with the tacit consent of the plaintiffs. During the year 19 cases were presented to the Committee. In four cases the defendants were not members of the Association and claims were withdrawn. Four others have never been formally filed. Seven claims were settled by the secretary, two were disposed of by the Committee and two others are now pending.

REPORT OF LEGISLATIVE COMMITTEE

Lee G. Metcalf read a short report of the Legislative Committee in which the following bills were reviewed:

A bill in which we are nearly all interested is one which compels railroad companies who lease their right of way to grain dealers for elevator sites to submit such leases to the Utility Commission of the state for approval. If this bill passes, grain dealers who have been obliged to occupy the railroad right of way with their elevators will have a tribunal to which they can appeal when ridiculous rentals, unreasonable and unfair restrictions are imposed upon them. No utility company owning or controlling real estate not



F. J. TEMPLE AND E. D. BARGER
Decatur, Ill.

present experienced men to direct and educate the unskilled labor from the cities.

A rising vote of thanks and appreciation was given Mr. Atkinson upon the conclusion of his address.

Fred E. Pond, secretary of the Corn Exchange of Buffalo, extended a cordial invitation to the members of the Illinois Association to be present at Buffalo for the National Association meeting in September.

SATURDAY MORNING SESSION

Before beginning the regular order of business on Saturday morning a letter from Attorney William R. Bach was read by Secretary Hitchcock. After extending greetings the letter went on to say:

Your position together with that of the grain producer, in the social economy of our Nation, is one of extreme importance, particularly since the Nation has entered the great conflict that is about to engulf all Nations.

To be a "Soldier of the Commissary" as our President has fitly called the producer, is of greater importance than to be a soldier in the trenches of Europe.

No doubt before the year has elapsed you will be enlisted with the producer in Uncle Sam's service, feeding the soldiers and civilian population of our country and of our Allies.

The food problem together with the transportation problem will undoubtedly be soon taken over by our Government.

Little do we know of the future in the grain busi-

ness. It is safe to predict, however, that victory will ultimately rest with our country, because of its acknowledged superiority over all nations in the production and handling of grain and other food stuffs, and in its wonderful transportation systems.

When all of these agencies are under one management and direction, and working as units, we must be invincible.

I take it that every member of our Association will meet the situation and loyally contribute his service to the welfare of our nation.

We cannot expect any better transportation facilities this year than we have had during the past year. Positively no year in American history has been as trying to the grain man as the past year. Car service in the grain trade has never been as bad as it has been during this year, and it is rapidly growing worse. The worst forms of discrimination have been practiced by the carriers. No uniform rules of grain car distribution have been followed. Embargoes have been established by the carriers with special permits to a favored few.

Distribution of Cars.

The legal department and your president and secretary have spent considerable time during the past year to secure a uniform rule of distribution of grain cars. A rule was finally secured from the Illinois Public Utilities Commission which was championed by our Association officers. It ought to afford considerable relief to our members in the future.

An important case decided during the year in favor of one of our members by the Utilities Commission was that of Dexter Baber vs. Big Four Railway, wherein the Big Four were ordered to install a track scale at Dudley, Ill.

This decision of the Commission together with the recent decision of the Illinois Supreme Court in the Shellabarger case will hereafter insure the Illinois shipper against all losses in the shipment of grain.

Another matter in which our Association was successful during the year was in securing the rejection and withdrawal of tariffs which sought to make allowance for natural shrinkage.

In this connection let me say that every member of the Association who does not file his loss claims through the Claims Department is an enemy of the Association and ungrateful to say the least. The day is not far distant when every shortage claim will be paid by the carrier without a quibble, and this will be due solely to the efforts of your able officers.

Does any member think that he could have brought about such a condition by his own efforts? It is due to the co-operative effort of all, through the efficient and never-ending effort of your officers and directors that will eventually bring the above predicted results.

The carriers recognize the force of our Association and even now through their executive officers are dealing with the Committee of our Association with the end in view of arbitrating and settling all differences between the shippers and the carriers.

Arbitration Needful.

There is no good reason why the shippers and the carriers should not co-operate in all matters pertaining to the marketing and transportation of grain and why they should not arbitrate all their differences.

Let us hope that in the future it will not be necessary for our Association to resort to test suits to obtain relief in transportation problems.

Following out the thoughts of amicably adjusting all questions our Association officers have decided not to further pursue, the "One Cent Advance Rate Case" won by our Association before the Utilities Commission and recently reversed in the Supreme Court of Illinois on technicalities.

This will mean that the Illinois rates on grain will hereafter be the same as the Interstate rate on grain in Illinois.

During the year one of our members, J. S. Cameron of Elliott, obtained a judgment from the Illinois Supreme Court, confirming the order of the Utilities Commission ordering a side track constructed so as to serve Mr. Cameron's elevator, constructed on his own land.

The treatment of Mr. Cameron by the Lake Erie and Western Railroad in the matter of burning down his old elevator and in depriving him of the use of a side track that had served his old elevator for more than 30 years, has been one of the most unjustifiable occurrences on the part of a railroad within the writer's experience. It illustrates, however, the extent to which some railroads will go to harass and injure a shipper who has stood up for his legal rights.

Our Association has lent its help to Mr. Cameron by having the writer advise with Mr. Cameron's local attorneys in these matters.

The vexed question of the cut-throat railroad lease still remains unsettled, although it is hoped to secure remedial legislation from the General Assembly this year.

Our Association is opposing the charge of \$5 per car sought to be charged by the Illinois railroads for bulkheads, on the ground that such charge is excessive. A reasonable charge would not be opposed by us.

In conclusion permit me to emphasize the important work which our secretary is rendering the Association. With the counsel and advice of the other officers and of the directors he is accomplishing a great work. Always alert to the interests of the members,

he is making our Association of great help to its members. Give him your claims. Tell us your troubles. Pull for your Association. Its future looks hopeful. Stand together and your influence will be felt.

The meeting was turned over to V. E. Butler



W. W. HILL OF SPRINGFIELD

of Indianapolis, for the discussion of Uniform Trade Rules. Mr. Butler has been employed by the Grain Dealers' National Association to codify those rules of all the exchanges which affect shippers and then



J. A. WARING OF PEORIA

to prepare a set of rules embodying the best of all the exchange rules. These rules were revised by the Advisory Committee of the National Association, and in that form were presented to the meeting. The time was so short that only five rules

were discussed, and those only briefly: Diversion of Property; Interest; Settlement of Over or Under Deliveries; Reinspection Time Allowed; To Arrive—Time; and Arbitration.

The discussion was merely to get the opinion of the Association on these rules as a working basis for further conference with the exchanges and are merely tentative in character. For that reason it is hardly necessary to print the rules at this time as so many changes will be required before any approach to settlement is made.

A telegram from A. E. Reynolds was read, to the effect that a hearing was to be held in Washington on the question of Government control of food-stuffs and prices, and urged the Association to be present on Monday, May 14.

CHARLES QUINN'S ADDRESS

One of the most impressive utterances of the convention was made by Charles Quinn, secretary of the National Association.

He said it was the first time he had appeared before the Illinois Association, as National affairs in that organization had always been so ably taken care of by former president Lee G. Metcalf. He paid a glowing tribute to Mr. Metcalf, and then introduced the subject of the changes which the grain trade could be prepared to look for as a result of the war.

The seriousness of the situation was alluded to, but the best thought of the country was being organized for the solution of the many problems that confront the country. He traced the changes that had taken effect in England; how the Government had taken over one activity after another until not only industries and their agencies, but even the individual activity of every man, woman and child had been commandeered. As a result a condition practically that of state socialism obtained. And as it was well known that when a government once assumed a function it was hard to let go, it was quite possible or probable that some features of the present regime would be retained after the war.

Dr. Galloway of the Department of Agriculture, has said to him that the Department was making all its plans for a 3-year war. If it is in truth of that duration, then it is quite probable that the extraordinary features of Government which may be adopted in that time will become the ordinary, and that some of them will be retained. He spoke of the present movement on foot at Washington to put the food supply, and with it the grain business, in charge of a commission appointed by the President, for the necessity of the grain trade to keep its head and to uphold the high purpose of the Government, in consummating as soon as possible the serious task at hand.

RESOLUTIONS

The following resolutions were adopted:

Whereas, the United States of America faces a crisis the greatest since the Civil War; and

Whereas, All the resources of the nation, of every kind, will be needed that the nation may wage a successful warfare; and

Whereas, The members of the Illinois Grain Dealers' Association, in 24th annual convention assembled, appreciate the problems involved, and desire to express their unswerving loyalty to the nation and its cause; Therefore, be it

Resolved: That the secretary is directed to convey to the President of the United States, to the Secretary of War, to the Secretary of Agriculture, to the Council of National Defense, and to the Governor of the State of Illinois and the proper state agencies, our whole-hearted support in the emergency. Be it further

Resolved: That the secretary is directed to offer to the above-named the facilities of this Association and its headquarters office, and the service of the secretary of this Association, to be used by the Government, state and national, in any way that may be deemed for the good of the cause; and, be it finally

Resolved, by the Illinois Grain Dealers' Association, meeting in regular convention: That we pledge our individual and collective support to the Government, without reservation, and pledge ourselves to give our most efficient service to the Government in the handling and marketing of grain.

Whereas, The Secretary of Agriculture at Washington has advised that a central agency is being formed in Illinois to deal with problems of food production and conservation, and has suggested that this Association can render valuable aid to the Illinois body; and

Whereas, The Governor of Illinois has expressed his desire for the active co-operation of this Association

tion for state efficiency in the present crisis; Therefore, be it

Resolved, by the Illinois Grain Dealers' Association in 24th annual convention assembled: That the Association tenders to the Governor and the Director of Agriculture the facilities of the organization and the experience and abilities of its members, and submits for his consideration the plan of the appointment of a special committee of grain dealers, members of this Association, in the aid of state defense and efficiency, to be subject to his call at all times, and without remuneration; and

Further respectfully suggest that the selective feature of the Federal conscription plan be applied with particular care in the case of persons engaged in the production of farm resources; and, be it further

Resolved: That this Association tenders to the Governor of Illinois the services of the secretary of the Association for such service as he may deem needful to conserve and facilitate the distribution of grain, without remuneration by the State of Illinois; and to this end, it is finally

Resolved: That the secretary shall communicate this resolution in full to the Governor of Illinois, immediately, and that the president of the Illinois Grain Dealers' Association shall appoint a committee of representative members of the grain trade in Illinois to serve as advisors to the Governor on the marketing and handling of grain, such appointment to be made on request of the Governor.

Whereas, there is an attempt by the various railroads to construe the term "adequate weighing facilities" as used in the Pomerene Bill of Lading Act so as to include all methods of weighing except by means of track scales; be it

Resolved, by the members of the Illinois Grain Dealers' Association: That it considers such interpretation unfair and impractical and holds that weights obtained over standard automatic scales or other standard equipment properly inspected shall be deemed adequate and in conformity to its requirements; and

Whereas, it is in many instances a physical impossibility to load cars to the minimum carload weights

attitude by action already taken through this Association; and

Whereas, the expense of such litigation is very material and should be as widely distributed as possible; Therefore, be it

Resolved: That the Illinois Grain Dealers' Association authorize its president and treasurer to subscribe the sum of \$50 to the fund necessary to defray such expense and that the action taken be promptly reported to the treasurer of the said Council of Grain Exchanges.

* * *

Whereas, the present unsettled state of business and political conditions calls for the exercise of the utmost conservatism as a patriotic duty; be it

Resolved: That the president and secretary of this Association urge the various grain exchanges of our country to adopt and pursue this policy of conservatism in all their dealings and activities.

* * *

Whereas, an All-Wise Providence has in the past year seen fit to take from our number the following



HARRY ALLEN, BROADLANDS, ILL.
Chairman of Finance Committee.

loyal and highly respected members: D. H. Currey, Mason City; James Augustus Edwards, Chicago; Royce J. Sullivan, Sheldon; H. A. Worth, Pontiac; Erastus Roberts, Morton and Peoria; and

Whereas, in the death of these members the Illinois Grain Dealers' Association has suffered a severe loss in counsel and fellowship; Therefore, be it

Resolved: That the Association hereby expresses the realization of its loss and that the sympathy of the membership be tendered to the families of our late members and their friends and that a copy of this resolution be forwarded by the secretary to the bereaved families.

* * *

Be It Resolved: That the members of this Association deeply appreciate the untiring and faithful services of its officers during the past year and hereby express their feeling of gratitude for their efforts; be it also

Resolved: That we express to the grain men of Springfield our appreciation of their generous hospitality during the present convention.

ELECTION OF OFFICERS

Lee G. Metcalf reported for the Nominating Committee and the following officers were elected for the ensuing year: President, J. H. McCune, Ipava; vice-president, E. E. Schultz, Beardstown; treasurer, William Murray, Champaign. Directors for two years: B. P. Hill, Freeport; E. M. Wayne, Delevan; Victor Dewein, Warrensburg; U. J. Sinclair, Ashland; and B. L. Christie, Viola. Directors for one year: B. P. Hill, Freeport; E. M. Wayne, Delevan; Lawrenceville.

President McCune made a short speech of thanks, and Lee G. Metcalf made a strong plea for co-operative effort in the Association. Retiring President Dewein was presented with a gold watch as a token of the appreciation of the Association for his services during the past three years, and acknowledged the gift with a great deal of feeling.

ENTERTAINMENT

The entertainment of the visitors was of a generous character; drives and tea at the Illini Country Club were provided for the ladies. The Springfield women who arranged the social program are: Mrs. John H. Lloyd, chairman; Mrs. W. W. Hill, Mrs. George Bronough, Mrs. Sim Fernandes, Mrs.

W. H. Barnes, Mrs. William Lynd, Mrs. H. A. Liddell, Mrs. John Prather, Mrs. J. N. Hairgrove, Mrs. John McHenry, Mrs. E. R. Talbott, Mrs. W. R. Campbell, Mrs. G. L. Lloyd, Mrs. W. W. Ewald, Miss Nell Murphy, Miss Clementine Talbott, Miss Margaret Barnes and Miss Agnes Lloyd.

On Saturday afternoon Mrs. Frank O. Lowden received the visitors at the executive mansion.

The banquet on Friday night, for the ladies in the main dining room of the Leland Hotel and for the men in the banquet hall, was a great success, the entertainment features being much appreciated. Too much praise cannot be given the local committee, made up of W. H. Barnes, J. W. Bryan, E. B. Conover, H. A. Liedell, W. W. Hill, John H. Lloyd, J. M. Lloyd, R. W. Lloyd, W. W. Ewald, Frank Wiedlocher, Sr., M. F. Murphy, John McHenry, Geo. Wiedlocher, W. R. Campbell, Norman Midden, John Lynd, Frank O'Brien, C. O. Swift, Sim Fernandes, Laird Parkhurst, H. C. Eastman, Chas. Lewis, Geo. Bronough, C. I. Cutchin, E. R. Talbott.

ATTENDANCE OF ILLINOIS GRAIN DEALERS

The register showed the following attendance of state grain dealers: Victor Dewein, Warrensburg; U. J. Sinclair, Ashland; Wm. Murray, Champaign; R. C. Baldwin, Bloomington; B. P. Hill, Freeport; E. E. Schultz, Beardstown; E. M. Wayne, Delevan; Chas. R. Mitchell, Ashmore; Wm. Wheeler, Melvin; C. E. Grams, Weston; T. E. Hamman, Milmine; J. B. Sneider, Astoria; J. Logan Parry, Bluff Springs; A. H. Shelby, Block; J. W. Cromwell, Meeks; C. A. French, Golden Gate; B. French, Jr., Belmont; S. G. Smith, Pinckneyville; Harry Wilson, and C. Chas. Savage, Yinckneyville; O. H. Fullenwider, Mechanicsburg; Jos. Karr, Seymour; Guy Hensley, Keysport; H. P. Warden, Fairmont; A. S. Carter, Girard; C. E. Bracy, Marion;



TREASURER WILLIAM MURRAY
Champaign, Ill.

Frank Joes, New Boston; Clarence W. Johnson, Belleflower; Geo. J. Betzelberger, chief scale inspector, Delevan; R. B. Andrews, Macon; E. W. Jokisch, Boody; S. Frederick, Clarence; J. F. Nordseik, Concord; F. W. Council, Lincoln; J. S. Cameron, Elliott; Geo. Couch, West Salem; B. L. Christy, Viola; O. C. Benson, Fairmount; W. O. Castle, Gridley; John M. Foglesong, Sheldon; W. A. Webb, Weldon; Harry T. Wright, Charleston; C. E. Fletcher, Royse; H. K. Hill, Freeport; G. W. Cole, Bushnell.

Wm. Wheeler, Melvin; E. E. Hamman, Hays; Geo. E. Ford, Illiopolis; E. A. Downing and F. W. Fuhrer, Mt. Pulaski; John A. Peters, Teheran; V. C. Ellmore, Ashland; V. E. Kepple, Bordolf; A. P. Schantz, Lexington; S. S. Neiman, Warrensburg; L. A. Tripp and Abe Branyan, Assumption; M. M. Lasbury, Griggs-ville; J. A. Manusier, Basco; Geo. W. Major, West Point; H. J. Marks, Adrian; J. M. Greene, Wapella; C. F. Scholer, Farma City; Geo. W. Walker, Gibson City; C. B. Spang, Georgetown; C. W. Welch, Bloomington; H. F. Bycroft, Gillispie; H. A. McElvain, Auburn; G. P. Harris, Auburn; C. F. Ganble, Morrisonville; W. R. Turnbull, Waverly; W. J. Sullivan, New Holland; A. Harris, New Berlin; L. E. Powell, Shelbyville; A. A. De Long and J. A. Harrison, Clinton; H. F. Mans, Latham; J. M. Kautz, Mt. Pulaski; H. B. Rowe, Jr., Kenney; G. M. McElheney, Kenney; L. P. Kizer, Hammond, J. F. Graves, Williamsville; E. L. Crowe, Plain-



DIRECTOR CHAS. R. MITCHELL
Ashmore, Ill.

as recently scheduled by the railroads and leave sufficient space for proper sampling and inspection of its contents; be it

Resolved: That we insist that these schedules should be so amended that freight may be charged only for actual weight of grain when cars are loaded to within 30 inches of the roof and this fact is noted on the original bill of lading; be it further

Resolved: That the proper officers of this Association notify the carriers of the adoption of the above resolution and endeavor to secure their compliance to effect these changes.

* * *

Be it resolved: That this Association go on record as opposed to the increased commission charges recently adopted by the Chicago Board of Trade and opposed to the method of fixing them, and recommends that all commission charges be determined on the basis of bushels instead of a percentage of the selling price. (Mr. H. A. Rumsey of this Committee dissenting.)

* * *

Whereas, the Council of Grain Exchanges has been vigorously prosecuting the case against the public carriers involving the deduction of $\frac{1}{8}$ and $\frac{1}{4}$ of 1 per cent for so-called natural shrinkage; and whereas the members of this Association are vitally interested in the outcome of this litigation and have shown their

Government Price Control and the Grain

By Waldon Fawcett

view; W. R. Devereau, Lincoln; J. M. Duncan, Lintner; J. E. Collins, Attwood; Byron Williams, Blackland; C. E. Hutch, Westridge; H. C. P. Goebel, Jacksonville; H. S. Houghton, Petersburg; W. Peck, Monticello; J. F. Beall, Niantic; C. F. Crow, Blue Mound.

J. H. McCune, Ipava; W. F. Bader, Vermont; G. F. Barrett, Pana; H. A. Canham, Elkhart; C. A. McClelland, Buffalo Hart; J. C. Hight, Decatur; Martin E. Connard, Elvin; Chas. Shelby, Paxton; A. Baber, Dudley; J. C. Jones Ridge Farm; J. W. Hairgrove, Virden; Chas. A. Barrett, Owaneco; E. C. Crawford and O. J. Moss, Hindsboro; W. O. Templeton, Sullivan; Fred G. Horner, Lawrenceville; Frank E. Beggs, Ashland; M. J. Buscher, Litchfield; G. B. Carrico, Barnett; Dexter Baber, Dudley; M. M. Spengler, Bolivia; J. A. Freeman and R. J. Stevens, Sadorus; G. G. Bartscht, Shelbyville; O. N. East, Milmine; F. K. McLaughlin, Ashland; H. H. Zimmer, Pleasant Plains; J. H. Shehan, Dunlop; Elvis Weathers, Newman; A. H. Kinnahan, Lanesville; A. C. Kaiser, Fairland; G. W. Gord, Jacksonville; J. F. Scroggin, Gardner; Samuel Mangos, Elkhart; John J. Murphy, Morrisonville; A. E. Long, Rossville; J. M. Allen and F. H. Barclay, Decatur; Geo. D. Lindsay, Lovington; G. B. Wills, Alsey; J. S. Sprouse, Barr; W. E. Frey, Archer; Fletcher Earbs, Curran; J. B. Stone, Mattoon; W. C. Maguire, Maroa; T. H. Maddox, Chatham; Ralph G. Herron, Sidell; Harry Cade, Murrayville; L. E. Edwards, Thomasboro; W. M. Close, Illiopolis.

H. I. Baldwin, Decatur; C. C. Twist, Rochester; J. A. McCreery, Mason City; G. T. Stevenson, LaRose; G. H. Hubbard, Mt. Pulaski; W. H. Foote, Sadorus; P. M. Faucett, Champaign; R. T. Barton, Danville; F. L. Evans, Decatur; Victor Dewein, Jr., Warrensburg; W. P. Foote, Champaign; F. E. Davis, Mahomet; H. J. Kapp, Decatur; C. W. Hall, Sandoval; Homer Andrews, Walker; J. P. Sledge and L. C. Emerson, Champaign; J. F. Wallace, Forrest; H. A. Statler, Wenona; C. U. Bower, Coval; Ralph Hasenwinkle, Bloomington; Andrew Dennis, Ellsworth; F. H. Maddock, Scotland; Nibs A. Leach, Cornland; F. G. Gyles, Bloomington; L. G. Nall, Hartsburg; F. J. Zimmerman, Shirley; H. A. Hillmer, Freeport; C. P. Cline, Decatur; E. J. Porter, DeLand; L. W. Railsback, Weldon; Wm. Clark, Palmer; J. P. Porterfield, DeLand; Bruce Waller, Maroa; L. C. Homfenger, Owaneco; J. J. Connelly, Millersville; Jos. Scheib, Edinburg; B. M. Smith, Girard; C. A. Bunyan, Hammond; R. K. Byerly, Catlin; Frank Graff and John Beggs, Ashland; R. O. Augur, Decatur.

Lee G. Metcalf, Illiopolis; John Schultz and A. G. Schultz, Beardstown; Geo. C. Dunaway, Ottawa; W. G. Gerbing and R. F. Man, Ashland; A. L. Stanfield, Edgar; D. S. Hexter, Ashland; L. E. McAtee, Rantoul; H. M. Bottershell, Hillview; Chas. Savage, Virginia; A. V. S. Lloyd and J. W. Probasco, Bloomington; W. E. Walker, Decatur; W. H. Armstrong, Beason; L. P. Allen, Springfield; E. W. Black, Indianapolis; J. R. McCreary and G. W. White, Mason City; A. F. Conrad, Ocala; S. F. Spaulding, Pontiac; Geo. and John Johnpeter, Posey; T. D. Hanson, Villa Grove; R. Hovill, Mt. Carmel; M. J. Porterfield, Murdock; J. W. Schwearingen, Heyworth; Samuel Ward, Clinton; J. D. Hausel, Mackinaw; C. A. Inkster, Melvin; Jas. Inkster, Herscher; C. E. Arends, Peoria; Louis Paulus, Burtonview; S. S. Christopher, Auburn; G. M. Wendall, Sweet Water; W. J. Moore, Blue Mound; J. B. Montgomery, Decatur.

ARBITRATION DECISION

Committee No. 2 of the Grain Dealers' National Association recently decided a case which was appealed to them from the decision of the Arbitration Committee of the Ohio Grain Dealers' Association. The case involved the loss on a car of oats sold by Kirby White of Harrod, Ohio, to Hyman & Levy of Lima, Ohio. The car was resold several times, finally coming into possession of C. P. Mathews & Co., at Scranton, Pa., who unloaded 413 bushels and refused the balance on account of condition, forwarding the car to Philadelphia, where it was disposed of at a loss of \$188.60.

Affidavits were submitted by E. Levy and by Kirby White, which contained nothing new, and the Arbitration Committee upheld the Ohio decision and ordered Hyman & Levy to pay the costs of the appeal.

PERMISSION was asked by the fire marshal of Bismarck, N. D., for authority to appoint special deputies for guarding and inspecting at least once every day every elevator in the state of North Dakota.

THE Censoring Committee of the Winnipeg Grain Exchange, without whose permission no trade in any futures of any grains can be executed, is composed of Secretary Dr. Robert Magill, manager of the clearing house; F. O. Fowler, and Thomas Brodie, representative of the Floor Committee.

WITH a mass of food regulation legislation before Congress, with a food dictator picking up the reins of his new office, and with arrangements under way for unity of action between the governments of the United States and Canada on questions of cereal supply and demand, this is scarcely a time for conjecture as to whether we are to have Federal control of food prices. Governmental regulation of prices if not actually in sight is on the way.

Whether the first proposal for a Government solution of market conditions in the grain trade—the scheme for the fixing of maximum and minimum prices—will be the one to ultimately prevail can, perhaps, only be determined after more or less prolonged Congressional consideration and debate. In the end some wholly new arrangement may be perfected. The important point from the standpoint of the practical man in the commercial grain trade is that Governmental control of prices is almost inevitable and that, disregarding details, the grain man had perhaps, best put his house in order for the new deal.

Although the Secretary of Agriculture has seen fit to attempt to allay some of the fears induced by his ambitions for Federal price control the fact



Helping Farmers With Their Grain

The Federal Reserve Banking System established by the government stands back of the farmer from the time he breaks ground till his crop is harvested. Special facilities are provided for carrying grain in elevator.

The vast funds of the Federal Reserve Banking System are available only for legitimate farming and business needs, and in some respects farmers' paper is given preference over merchants' paper.

If you are not already one of our depositors drop in and let us tell you how this system helps you.



(Name of Bank to be Inserted Here)

ONE OF THE ADS THAT CAUSED TROUBLE

remains that the head of the Agricultural Department has been strong for legislation that would confer precisely this power. He came out openly in advocacy of Government control as early as the second week in April when at the St. Louis Conference on Food Production and Conservation there was a declaration of policy for "price fixing if necessary."

At that time it was stated, to be sure, that there was no immediate necessity for fixing maximum or minimum prices but it was recommended that agencies be created forthwith to handle such responsibilities when it should become necessary. Incidentally, it may be recalled the conference came out in favor of an extension of the market information facilities of the Department of Agriculture with a view to keeping producers and distributors of cereals, feeds, etc., more fully informed as to the average prices quoted in leading markets and particularly as to the prices paid by the U. S. War Department for grain, flour and other products when purchased direct in the open market instead of by the contract method.

A more explicit move looking to price control

was made when the Secretary of Agriculture made recommendations to Congress with respect to needed legislation as called for in Senate Resolution No. 26. The meat of the Secretary's proposal was as follows: "In case of extreme emergency, the Government should have power to purchase, store and subsequently dispose of food products to groups of people or communities organized in some form and to fix maximum and minimum prices. Perhaps the exercise of this power should be lodged in the Council of National Defense, to be used only when directed by the President. It is possible that the mere existence of the power would make action unnecessary. The Government should have full discretion in the matter. It might be wise to fix a minimum price to producers for only one important commodity, just as it might be wise to fix a maximum price which consumers might be expected to pay for only one of several products."

This pronouncement by the Secretary drew the fire of various critics and caused misgivings in various quarters with the result that Secretary Houston sent out reassuring telegrams the gist of which may be summarized in the following extract: "No agency now has the power to fix prices for food products. Have suggested that Congress confer power on the Government to fix minimum and maximum prices if the emergency requires them. The object of a minimum price to producers would be to stimulate production of certain staple products by assuring farmers that these products would not be disposed of below a certain level which would give them a reasonable return and would not cause them to suffer loss in any event. It is not suggested that maximum prices be fixed to producers but that power to fix such prices governing the distribution of products be given to the Government to be used if necessary to control uneconomic speculation and manipulation in the handling of food products."

The most conspicuous food control measures now before the Senate and House of Representatives—for example those framed by Congressman Lever, Chairman of the House Committee on Agriculture—have plainly been framed with the object of carrying out the ideas and recommendations of the Secretary of Agriculture. The Government would be given sweeping powers to establish market grades and standards on all classes of farm products including seeds and would have additional authority in other directions that would be likely to make impress upon the grain trade but the arrangement for price dictation is, of course the milk of this particular cocoanut.

Evidently the officials of the Department of Agriculture realize that it would be unjust to undertake to arbitrarily dictate prices without a better and more complete knowledge of market conditions than they have usually possessed in the past when, as readers are well aware, the Government crop reports have frequently been at variance with the findings and forecasts of other reliable agencies. Speaking to this text the other day, to a group of United States Senators, Secretary Houston said:

"We should certainly know definitely what our food supply is at this time, where it is, who owns it, and how it is being handled. No one knows just what the present food supply of the nation is. I think it is unfortunate that this should be the case. We make estimates each year of the leading crops. We have estimates of the exports and imports; and we get unofficially more or less information from various agencies, from those engaged in distribution, such as storage companies, but we have not the authority or the machinery or the means to get at any one time the facts which we ought to have even in normal times and ought to have especially in an emergency like this. We need an inventory of the food supply of the nation."

Getting down to brass tacks on the subject of price control the Secretary gave the senators his views as follows: "I do not believe that Congress ought to try to fix prices. The exercise of power

to fix prices ought to be vested in an administrative agency. Conditions change rapidly and laws slowly. The most that ought to be considered is the conferring of power on the Government to deal with this matter if the emergency requires it—power to fix a minimum price to producers, and, in certain extreme emergencies, the maximum price that consumers would have to pay. There may be discovered instances of manipulation or speculation which might be most effectively controlled in this way.

"Some effort—I do not know why—seems to have been made to convey the impression in certain quarters that the minimum price suggested was to be the lowest prices that farmers could receive instead of a price below which their commodities shipped under certain conditions would not have to be sold. The minimum price contemplated is a price which would be sufficient to safeguard the farmers against loss—a price below which they would not have to sell their products. What they could get beyond this price would depend on market conditions.

"My judgment is that market conditions for a long time to come will be such as to make prices high. The shortage of some important crops in this nation, the greatly depleted reserves here and abroad and the waste and destruction in Europe should cause a continuance of remunerative prices but as an additional assurance to farmers the power indicated ought to be vested in the Government to be used if necessary to control uneconomic speculation and manipulation."

In this same connection Secretary Houston, answering the questions of Senators as to current market conditions and price quotations, made remarks which may be taken to indicate that even the best-informed of our Government officials are suffering from that paucity of information regarding which the head of the Agricultural Department complains. Declaring that popular apprehension regarding the food supply has been mainly due to the shortage of wheat the Secretary figured on the situation as follows: "Of wheat the nation needs for its liberal domestic use for human food and for seeding, with a carry over of 50,000,000 bushels, 640,000,000 bushels. The crop this year was approximately just that. Attention has been directed to the very large exports, especially since the outbreak of the war. The year before the war we exported 145,000,000 bushels. The year after the war broke out we exported 332,000,000 bushels. The next year we exported 245,000,000 bushels. But since the first of July last year we had exported up to the first of March only about 130,000,000 bushels, a rate of export not greater than that the year before the war. We had a carry over last year unusually large, in the neighborhood of 170,000,000 bushels. It would appear that we ought to have wheat enough to supply the nation's domestic needs and still leave the country a small surplus for export. For part of the recent increases in the price of wheat there is clear economic justification. I suppose the rest of it is due to apprehension. To what extent there may be any control here I do not know. I have not the requisite facts on which to base a final opinion."

Clearly the reluctance on the part of the Government to charge boldly into the field of price fixing is due in no small part to the information filtering through to our Government that price fixing, as practiced by some of the belligerent countries of the Old World has "broken down." Whether the first impulse to merely have price-fixing authority up Uncle Sam's sleeve for recourse if conditions go from bad to worse will prevail indefinitely may depend to a considerable extent upon the policy of the newly-organized Commercial Economy Board. This new Board is an offshoot of the Council of National Defense and is under the direction of Herbert C. Hoover, who was in charge until recently of the distribution of food supplies in Belgium. This particular body is to deal solely with distribution of foodstuffs but it is announced that the Board will urge the national administration to demand drastic regulatory legislation, including price control if such measures should be deemed necessary.

A phase of the subject of Governmental price regulation, direct or indirect, regarding which little has been said or printed but which may develop the utmost significance is found in the probable out-

growth of the closer relationship between the Governments of the United States and Canada. There is no question but what, now that the two countries are Allies, every effort will be made for unity of action and effort in various directions affecting the grain trade. One manifestation of the new mutual understanding is seen in the order of the Dominion Government allowing the free passage of wheat, flour, etc. An even more striking evidence of the new sympathy is seen in the present agitation at Washington for joint action between the Dominion and the republic to reduce the price of wheat. In view of the trend it is reasonable to expect that if

any attempt is made to establish maximum prices on wheat it will take the form of simultaneous action by the United States and Canada with a consequent dictation of prices for the whole continent.

Many interesting sidelights have appeared in connection with the effort to have the Government undertake to block speculation in grain. One of the most amusing incidents was found in the wave of protest that went up in certain quarters when advertising copy was recently issued to Member Banks of the Federal Reserve System facilitating the announcement of the ability of these banks to aid farmers to "hold crops" for better prices.

Fort William's Newest Elevator

A Close Study of the Technical Features and General Design of the 500,000-Bushel Mutual Elevator

BY W. J. BRYANS

THE plant of the Mutual Elevator Company, Fort William, Ont., which was erected in September, 1916, has a number of unique features that make it worthy of a little attention and study. It has a capacity of 500,000 bushels, can lay claim to the tallest existing work-house of its kind, and has storage bins of special construction that should be of interest to elevator men in general.

An important problem for any company intending to build a grain elevator is that of location. There is need of such a location being secured that over-

and constructed and so fully stayed and braced that it has all the rigidity of a fireproof house, and, due to its exceptional height, has great flexibility of operation. Wood was chosen for a building material only to save time in erecting it.

In the first story of the working house are four No. 10 Monitor Receiving Separators. These are driven by individual motors in batteries of two, and are served by the work house bins over them. These cleaning machines discharge their cleaned grain to cleaner legs, one for each battery, their



PLANT OF THE MUTUAL ELEVATOR COMPANY, FORT WILLIAM, ONT.

head charges may be cut to a minimum, for the grain business is very competitive, and if a success is to be made no voluntary handicap should be assumed. If it is decided to build at the head of the lakes and engage in either private grain merchandising or terminal elevator business, a site on the waterfront is imperative. A house built inland can ship only by car or else pay toll to a competitor for transfer to boats and to the railroad for switching. For even a small private business these two items will amount to from \$15,000 to \$25,000 a year. The Mutual Elevator Company selected a site served by an industrial spur which connects with all three Canadian railroads free of switching charges, and the elevator property fronts on the Kaministiquia River for dockage and shipment by lake steamers.

The working house, which is 42 by 56 feet and 172 feet high, is built of wood, covered with corrugated galvanized iron, and is the tallest house of that type in existence. It is, however, so carefully designed

screenings to a screenings leg, and oats off of each battery is collected in a bin in the basement below. At the end of a run the oats may be discharged to the shipping legs and sent to the oats bin. In the cupola on the distributing floor is a cleaning machine for fine work on wheat and oats separation, and a separator for special cleaning. Each of these machines is served by a garner above the machine, and each is separately driven by motor.

A modern, fireproof drier plant is under construction. This plant will extract 5 per cent of excess moisture from 250 bushels of grain per hour. Grain may be sent direct to drier from the receiving leg, the two garners for the drier having a capacity of one car each.

All machinery is electrically driven, power being received at 25,000 volts and transformed to 550 volts for power and 220 for lights. The Mutual Elevator Company has its own fireproof sub-station and equipment of transformers, switchboards, meters, etc., all tending to perfect power conditions, and forming a worthy unit in the elevator.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

CHICAGO, MAY 15, 1917.

MAY is the indication month for winter wheat, and although the season is backward throughout the belt, the government returns for May 1 can be taken as fairly indicative of the prospects. Æschylus in his most tragic mood never wrote anything more sad than the May wheat report. It is tragic, for literally millions of starving people in Europe are looking to this country to be fed, and that this year, of all others, we should have had more winter killing and abandoned acreage than in any season in our history is little short of a calamity. ¶ To be sure this acreage will be fully utilized in corn, oats and sorghums, all good food, but the white races have come to look upon wheat as the staff of life and nothing else quite fills its place. We know that corn meal makes an excellent food, but the people of Europe do not know it in spite of numerous efforts in the past to educate them to its use. Oatmeal will be a useful substitute, but the world will miss the good white bread made from wheat. ¶ The indications are for a winter wheat crop of 366,116,000 bushels, compared with 430,000,000 suggested in April, 482,000,000 last year, and the five-year acreage of 495,000,000 bushels. This year the crop will be smallest since 1904 when it was 332,935,000 bushels. The abandoned acreage is 12,437,000 or 31 per cent of that seeded last fall, leaving only 27,653,000 acres with a condition of 73.2, which suggests a yield of 13.2 bushels to the acre. The largest loss is in Nebraska, which suffered 75 per cent of winter killing; Kansas lost 53 per cent, and Illinois 35 per cent. ¶ Rye prospects are for

THE AMERICAN ELEVATOR AND GRAIN TRADE

60,735,000 bushels as against 47,383,000 bushels last year. Spring plowing and spring planting is about 2 per cent ahead of last year.

A NORTH AMERICAN FEDERATION

THE order in council by the Dominion Government taking the duty off wheat and wheat products, after a short reaction, crystallized in its effect as of greater political than immediate commercial importance. There have been considerable quantities of Canadian grain milled in this country under the drawback clause of the Tariff Act, or in bond, the amount being limited by transportation difficulties largely. ¶ While milling under these two conditions was attended with a great deal of annoyance, because of the red tape, the commercial possibilities of the transactions were almost as great as they will be with free wheat. ¶ Far more significant, however, is the indication of a changed attitude of Canada toward this country since we became allies. Following the change in wheat duty, the Canadian Government sent a representative to Washington, Sir George Foster, Canadian Minister of Trade and Commerce, to take part in the international war conference, and to discuss with the officials at Washington the advisability of setting a minimum price for wheat for the whole of North America. At the same time the suggestion was made that the railway systems of the two countries be co-ordinated into one system, just as the equipment of the railways of this country have been pooled under the management of the Railroad Committee of the Committee of National Defense. ¶ The forces on both sides of the boundary line believe that during the period of the war the two countries can work to better advantage toward their common end of defeating Germany, by eliminating as far as possible all artificial barriers of trade. Temporarily Canada and the United States appear to be pooling their resources in the common cause, effecting a federation which may become as complete as that between any two states. Both countries have but a single aim which submerges all other interests and which gives promise of wiping out permanently the prejudices set up by the imaginary line at North Latitude 49°.

OVERPRODUCTION

AS THE farmer said when he saw the giraffe: "There ain't no such animal," so at the present time and for some time to come overproduction of foodstuffs will be impossible. If any farmer suggests such a thing and fears a ruinous break in prices, remind him that practically every country in Europe is on reduced rations, some of them on almost starvation rations. ¶ There are no large reserves anywhere, even in Russia, although that country probably has a surplus, comparatively small and difficult to move on account of crippled transportation. All that we can raise for the duration of the war and for two or three years at least beyond the signing of the peace treaties, will be at a high

May 15, 1917.

premium, farm labor and fertilizers will be so short, and the reserves to be built up so large that there need be no fear but that every acre of producing ground will be profitable beyond ordinary dreams. ¶ But more than that. On the plow, the harrow, the fanning mill and formaldehyde our assurance of victory depends; every farm is a strategic part of our line of defense; every farmer is a soldier in the trenches.

THE WOODEN SHIPS

A WOODEN horse which the Trojans derided occasioned their downfall; will our fleet of wooden ships which the Germans scorn be the instrument through which their submarine warfare shall be brought to naught? ¶ There is no question but that the submarines are a real menace, and that they affect this country as well as those European countries whose supplies they threaten. Already vast quantities of grain and other provisions, as well as munitions have been reconsigned to Davy Jones, and all of these supplies will have to be replaced by more. This will further cramp our resources and just now we can ill spare anything but for the most urgent demand. ¶ It seems to be literally true that the country does not realize that we are engaged in a war which may tax our utmost endeavors before it is successfully concluded. We are inclined to rely on labor and political upheavals in Germany to accomplish that which we have pledged ourselves to help do at whatever cost. This is speculation in futures with a vengeance, for in all probability the harder Germany is pushed and the more it is forced to act on the defensive merely, the more united will its people become. ¶ Sacrifice for a war of aggression may well disrupt a nation; but when it is defending what may be made to appear to be its very life, then a new spirit prevails. The South was upheld for two years by that spirit after it had little else to fight with, so that to prepare for anything but a long, hard struggle is the height of folly. ¶ Much of our railroad equipment at home will have to be utilized by the Government in transporting the great army we shall have to raise and its equipment and supplies. Means will have to be provided for getting them to Europe and keeping them supplied after they get there. This will mean a tremendous amount of ocean tonnage, as it is estimated that it will take from 10 to 20 tons of cargo space for each man and his equipment. In addition the needs of the Allies will have to be met. ¶ To meet these requirements on the sea General Goethals has been commissioned to build and equip a fleet of wooden vessels. The first keels will probably be laid by June 1, and the first vessels of the new fleet will be ready for service three months later. ¶ We can and will build the ships; there is no doubt of that. But to officer and man them will be a more difficult matter unless our shipping laws are revised to permit the use of foreign officers and more foreign sailors than are now allowed. The shipping laws in other respects will have to be materially altered if we expect to retain con-

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trol of our merchant fleet after the war. When the new fleet gets into action, and probably not until then can the grain trade expect any material relief from port congestion and traffic difficulties.

INCENDIARISM

SINCE war was declared elevator property and grain considerably in excess of \$1,000,000 has been destroyed by fire, supposedly of incendiary origin. Western Transportation Company Elevator "A" at Erie, with a loss of \$600,000; Marfield Grain Company Elevator at Minneapolis, with a loss of \$200,000; and Hales & Edwards Elevator at Chicago, with a loss of \$125,000, are the largest single items from the long list. Insurance companies and many owners are in a state bordering on panic and Federal and state authorities have been importuned to furnish soldiers to guard, not only terminal houses, whose supply is known to be destined for foreign shipment, but also interior elevators and seed houses. ¶ In our excitable state of mind it is not unnatural that any fire whose cause is not known should be attributed to German sympathizers, particularly where war material or food supplies are involved. The proved bomb attacks on the Washburn-Crosby and the B. A. Eckhardt mills gives substance to these suspicions, but we cannot forget the enormous annual loss from fires due to carelessness, which may have happened in any or all of the cases during the past two months. ¶ Whether or not these particular fires were caused by enemies of the nation, the grain trade cannot afford to take any chances, either from carelessness or incendiarism. Elevators carrying any considerable amount of grain should be closely watched, both day and night, and every possible contributing cause of fire should be eliminated. Cleanliness makes for safety; electric wiring should be inspected; journals and belts watched closely for friction, and non-smoking rules strictly observed. ¶ Preventable fires in this national crisis are a crime against the state, and a careless operator is an enemy no less dangerous than a German firebrand.

THE NEW LEVER BILL

FEDERAL control of prices and means of distribution are provided in the House Bill introduced by Chairman Lever of the House Committee on Agriculture on May 3, and now in its new form before Congress. While this bill gives the President extraordinary powers, Mr. Lever and Secretary Houston have taken pains to explain that it is not the intention of the administration to use these powers unless circumstances force the issue. ¶ At the present time the greatest speculators in the country are the ultimate consumers who are buying foodstuffs in quantities to indicate that a state of panic has seized the nation. Whether the housewives will be influenced by the passage of the bill is a question which only time can answer. ¶ As to its effect on the grain trade, there was an immediate response in opening prices on May 4, a drop of 21 cents from the closing price

being registered. This in succeeding days was quickly regained and passed. If the framers of the bill had in mind a wish to upset the natural adjustment of supply and demand, they accomplished their purpose early, for the trading was feverish and uncertain. The permanent effect of the bill may be good, if the Government does not carry out its provisions. If an attempt is made to fix other than a minimum price, which is only necessary as an insurance measure to secure larger crops, the effect will be altogether bad. ¶ The continued spread between cash and future grain shows how little speculation has had to do with the high prices. Grain crops, particularly wheat crops, are essential, and high prices make them more certain than any or all other means. The present world supply warrants high values, and the only way that the demand can be supplied is through the natural effort that such big returns inspire in the farmers. ¶ As to Government control of the agencies of distribution, investigation after investigation by Federal Government, states, and individuals, have shown that no commodity is handled from producer to consumer on a smaller margin of profit than grain. It is morally certain that the Government, without experience, could not handle our great crops more economically or fairly than they are handled today. Eliminate consumer speculation and remedy the traffic difficulties and there will be no need of Federal interference.

THE EFFORT TO GET GRAIN CARS

THE question of immediate supply of grain cars to move old crop grain before the new crop comes in was the issue before the conference of shippers called by President Eikenberry of the Grain Dealers' National Association at Chicago on April 16. At the conference a great deal of time was lost in discussing permanent improvements in service, but which can have no effect at the present crisis. ¶ The suggestion of C. D. Jones for the appointment of a committee, representing all the grain, hay, flour and feed interests, to go to Washington, was adopted. This was the immediate and practical result of the conference. This committee met with the Car Service Committee of the Council of National Defense and the Interstate Commerce Commission at Washington on May 1. ¶ The meeting was interesting, but was anticipated by the railroads themselves. On April 28 the American Railroad Association selected Fairfax Harrison of the Southern Railway; Howard Elliot of the New Haven; Julius Kruttschnitt of the Southern Pacific; Hale Holden of the Burlington; and Samuel Rea of the Pennsylvania, as an Executive Committee of the special Committee on National Defense. They will act with Daniel Willard of the Baltimore & Ohio and a member of the Interstate Commerce Commission in directing all railroad transportation for the country, the entire car equipment being pooled and at the order of this committee, as outlined in the following resolution which was adopted by the American Railway Association:

Resolved, that the railroads of the United States, acting through their chief executive officers here

and now assembled, and stirred by a high sense of their opportunity to be of the greatest service to their country in the present national crisis, do hereby pledge themselves, with the Government of the United States, with the governments of the several states, and with one another, that during the present war they will co-ordinate their operations in a continental railway system, merging during such period all their merely individual and competitive activities in the effort to produce a maximum of national transportation efficiency. To this end they hereby agree to create an organization which shall have general authority to formulate in detail and from time to time a policy of operation of all or any of the railways, which policy, when and as announced by such temporary organization, shall be accepted and earnestly made effective by the several managements of the individual railroad companies here represented.

¶ As this committee is empowered and proposes to do all that the Grain Dealers' National Association went to Washington for, the meeting was in the nature of an anticlimax, although it did probably impress the committee with a sense of the urgency of the situation and that the grain dealers are awake and in earnest in their proffer of aid to the Government.

EDITORIAL MENTION

"Wheat in bond" has disappeared from our statistical reports. It is all "visible" now that Canada has come across.

It seemed ridiculous that Russia could ever be short of wheat until we began to get panicky on the food question ourselves.

A good receiving separator will pay for itself in a season. The progressive houses have them because they have found them profitable.

In the Eastern States hay usually occupies about 50 per cent of the acreage. There may be a crop revolution this year with the grains at such a premium.

A farm price agreement between this country and the Dominion seems to be looked for. What need with the moral certainty of high prices for years to come.

Pastor of the Moody Bible Institute says that the Bible states that wheat will go to nearly \$8 per bushel. See Revelations vi:5. He can't be more than half wrong anyway.

Hay throughout the country is pretty well cleaned up in spite of shipping difficulties. The acreage will suffer somewhat this year on account of the urgent demand for cereals. Make your screenings into feed.

It may not be as profitable, but it is certainly more patriotic to load cars to the roof, in spite of the necessity for re-inspection. Take advantage of every car to the limit. It will be a long time before they are plentiful.

A shipping pool has been arranged between this country and our allies by which a joint committee will direct the routing of all ocean

tonnage, to see that supplies are sent where needed most.

Hoarding or cornering a market on food products at this time are little short of treason and should be dealt with as such.

The quickest way to allay the present food panic is to get the grain from country stations moving toward the centers. The railroads have it in their power to stop the hysteria.

It seems rather a simple matter to ship a car to a point near the state line and then re-ship outside the state when the two local rates are less than the through interstate rate. A shipper in New Mexico tried it recently and was fined \$2,000. It is not so simple as it looks.

The Sperry Flour Company of California is experimenting with some varieties of Australian wheat which in that country make a good yield and good flour under conditions similar to those found in California. Almost any substitute for Sonora would be a step in the right direction.

Are you equipped to grade the wheat that you buy after July 1? You will have to sell on Federal grade and unless you buy on the same basis you have some disappointing losses in store. A 50-inch wagon trier, sieve nest and an accurate scale are necessary if you want to play even on the dockage.

The allies propose to take 100,000,000 bushels of wheat from this country and Canada by July 1, according to a Washington dispatch. About 30,000,000 bushels will be American wheat but most of the Canadian share will clear from our ports. That means about 15,000,000 bushels a week. Is there a Merlin somewhere about who can conjure ships?

The city of Portland, Ore., will vote in June whether or not they want a terminal elevator. Rarely if ever has a city electorate passed on a project of building an elevator, but the press have been urging the need so strongly that there is every prospect of the vote carrying. With Vancouver, Seattle and Portland equipped for handling bulk grain, the days of sacks are surely numbered.

A recent bulletin of the National Board of Fire Underwriters calls attention to the grain losses involved in elevator and mill fires and states that these losses have their effect on the high cost of living. Compared to our total grain production fire losses account for very little of it, but when it is considered that the great majority of such fires are preventable then the waste seems large indeed.

Millers are everywhere objecting to milling wheat to a higher percentage of flour than usual. They objected in England, too, but they are doing it. In fact when they got used to the slightly darker color they liked the 76 per cent flour better than the patent. By taking out 24 per cent of bran and shipstuff the indigestible part of the wheat berry is

eliminated, but not wasted. We will eat it all in beef and pork and mutton.

The Government has issued a warning to shippers not to carry the grain doors to the top of the car, for in that case a licensed inspector would be justified in refusing inspection on the ground that the grain was not offered for inspection and grading under conditions which permit the taking of a correct and representative sample. With the railroads telling them to load grain to the roof and the Government warning against high doors to protect such loading the shipper is between the devil and the deep sea. When in doubt, load all you can.

The action of the Chicago Board of Trade on May 11, abolishing future trading in May wheat met with general approval in the trade. With the restriction in trading, low supplies and car shortage, the market had gotten out of hand and was practically cornered although without any concerted action by the longs. On that day May wheat closed at \$3.18 and that figure was fixed upon for settlement price. On Sunday the Directors of the Board met and were reported to have agreed to close trading in July wheat and May corn, the latter because of the fact that only 85,000 bushels of contract grade are in store in Chicago and deliveries of millions will have to be made this month. Formal announcement of this action has not been made as we go to press, but is expected momentarily.

The special Committee on National Defense of the American Railway Association, in a recent statement urging greater efficiency, says that the average detention time for cars under the \$1 demurrage was 1.73 days for both shipper and consignee. In California, under \$3 demurrage charge, this time was reduced to .97 of a day, a gain of .76 of a day per car. If this saving became nation-wide and applied to the 2,575,000 cars in service it would release 19,570 cars. By closer attention to repairs, reducing the number of cars in shops from 6.5 per cent to 4 per cent it would release 64,000 cars. Increasing the daily mileage per car from 25 to 30 miles would add 515,000 cars for service. By loading all cars 10 per cent above the marked capacity would increase cars available by 200,000. By consuming less time for loading and unloading and by full loading, shippers can release 219,570 cars. Is the grain trade doing its share in this respect?

A hearing before the House Committee on Agriculture on the bill authorizing the President to appoint a commission to fix prices and regulate the distribution and sale of food products, is being held at Washington on Monday. In all probability the bill will pass in a form giving more or less power to the commission. Already announcement, unofficial of course, is made that the commission will consist of the Secretaries of Agriculture, Labor and the Interior, with two representatives of farmers' organizations. Washington reports indicate that Herbert C. Hoover will

be made food controller independent of the commission, which will be advisory in character. None of these matters have been decided finally, but action will come in a few days. The grain trade is well represented at these hearings and conferences, and their viewpoint will undoubtedly be well presented. Whatever the outcome shall be, however the trade is handicapped and crippled, we know that it will rise to the emergency, make the best of what facilities are left at its disposal, and co-operate wholeheartedly in whatever measures the Government sees fit to impose.

A WESTERN PRAIRIE HOUSE

Not all of Kansas wheat is stricken by any means, although much of it is hard hit. A recent letter from Josiah Crosby & Son of St. Francis, Kan., states that in their vicinity the new crop conditions are fine, the ground having plenty of moisture and the stand looking well.

The elevator of the firm is the terminal of a branch of the Burlington Railroad. It is an iron clad house of 20,000 bushels' capacity with a 14-foot



ELEVATOR OF JOSIAH CROSBY & SON, ST. FRANCIS, KAN.

driveway and well equipped to take care of the grain, broom corn and seed business of the company. There are eight bins in the house, three of them being over the driveway and one over the workroom.

Included in the equipment is a wagon dump scale; an automatic scale of 1,500 bushels' capacity; elevator leg of 800 bushels' per hour capacity; man-lift; Hall Distributor; and a 15-horsepower oil engine with rope drive.

The illustration shows Mr. Crosby standing in the driveway of the elevator and indicates the well-kept surroundings and cleanliness of the place. No rubbish fires here. No doubt the firm will be called upon to furnish its limit of corn and sorghum seed during the coming year.

INTERSTATE CEREAL CONFERENCE

The Third Interstate Cereal Conference will be held in co-operation with the Kansas Agricultural Experiment Station at Kansas City, June 12, 13 and 14. The program, which is to be announced in full at a later date, will provide for the discussion of the Federal standards for wheat from the standpoints of marketing, production, and milling; the culture and breeding of corn; the importance of grain sorghums; the handling of soil for wheat production; the value of flax as a cash crop in a rotation system; cereal foods; and corn products.

E. A. JAMES
Chicago.

NEWS OF THE TERMINAL MARKETS

G. S. CARKENER
Kansas City.

WANTS PROHIBITION IN WAR TIME

The Duluth Board of Trade, of Duluth, Minn., recently adopted a resolution favoring national prohibition, especially as a war measure.

ARE THERE ANY SUCH?

The Baltimore Chamber of Commerce, of Baltimore, Md., recently subscribed \$2,500 towards a fund of \$10,000 which is being raised in the city of Baltimore to purchase seeds for this season's planting, for needy farmers.

WOULD HELP RAILROADS

The directors of the Milwaukee Chamber of Commerce, of Milwaukee, Wis., recently adopted a resolution favoring the increase of 15 per cent in freight rates contemplated by the Interstate Commerce Commission, together with a resolution pledging support to the Government in any action it may take during the war and offering the services of the Chamber in any plan to safeguard and control the nation's supply of foodstuffs.

PRODUCE EXCHANGE WILL SERVE

The New York Produce Exchange has gone on record as indorsing such rules and regulations as the United States Department of Agriculture may promulgate. The Exchange further states, in a resolution recently adopted, that its membership is greatly diversified, combining receiving, distributing and shipping interests of long experience and great importance, and among its members are many experienced men who would gladly give their whole time to the service of the United States if the Secretary of Agriculture can make use of them.

WILLING TO DO THEIR BIT

A conference of leading grain men and millers of Minneapolis, Minn., was held late in April at the Minneapolis Chamber of Commerce to consider the best plans for co-operating with the United States Government in the solution of such problems as supplying food for the armies to be raised, the civil population, as well as for the Allies, and transportation matters.

A special committee was appointed composed of F. B. Wells, of F. H. Peavey & Co.; C. M. Harrington, of the Van Dusen-Harrington Grain Company, and A. C. Loring, of the Pillsbury Flour Mills Company, to go to Washington and confer on these subjects with the Interstate Commerce Commission and the Council of National Defense with the view of a fuller co-operation with the Government.

WHY NOT AN OPTIMISTIC VIEW?

"The question arises: Will high prices, combined with the nation-wide anti-waste movements, sufficiently curtail domestic consumption to permit of shipments to our Allies in as large volume as foreign necessities demand, without feeling the pinch of near exhaustion next spring such as we are now passing through following last year's short crop? It does not seem unreasonable to anticipate that domestic requirements, which are ordinarily figured at 550,000,000 bushels, may be reduced by 100,000,000 bushels, which would be somewhat less than a 20 per cent economy. If the reports of some of our most reliable crop statisticians are to be believed, a winter wheat crop of 450,000,000 bushels is highly probable under favorable conditions, on top of which a crop of 300,000,000 bushels or more of spring wheat may be realized if climatic elements continue to favor that

territory as they have during the seeding period. This may be classified as an optimistic analysis, but nevertheless it is not out of reason, and therefore is worthy of consideration."—*Logan & Bryan of Chicago, Letter of May 12.*

ILLINOIS HAS NEW CHIEF GRAIN INSPECTOR

The post of Chief Grain Inspector of Illinois is quite a political "plum" and consequently much sought after, with the result that sometimes the incumbent's qualifications for the job are not inquired into very closely. Hence the grain trade is particularly gratified at having one of its own members selected for the position, Governor Lowden having named I. D. Vincent of Ottawa, Ill.

Mr. Vincent entered the grain business soon after finishing his schooling and since 1895 has been

I. D. VINCENT
Illinois Chief Grain Inspector.

actively engaged in the grain trade. He is a member of the firm of Hamilton & Vincent of Ottawa, Ill., which handles grain, flour, hay, feed and seeds. Besides his grain business he owns and operates farms in Illinois, Indiana and Oklahoma and is a director of the First National Bank of Ottawa.

A GRAIN SUMMARY

E. W. Wagner & Co., of Chicago, state of the week ending May 12:

"Intimation that the U. S. will export every possible wheat bushel to the Allies before July 1 (one estimate runs 33,000,000) is the main item of the week. Poor winter wheat crop confirmed at 366,000,000. U. S. visible now 26,000,000 on June 1 will compare with 19,000,000 in 1909 (the only comparable year). Chicago authority figures high costs mean wheat reduction from 5½ to 4¾ bushels per capita. U. S. wheat surplus (for export) May 1 might be nil but some experts figure we can export 20 millions and leave 30 millions for July 1 necessary reserves.

"Only grain deliveries on Chicago May contracts—about 12,000 oats. Spring wheat crop late but a high June condition always expected. News suggests enormous acreage of general food crops. Canadian wheat seeding probably 55 to 65 per cent completed and acreage may decrease a little. U. S. corn visible very small—5,500,000. Oats visible displays a record decrease from 47,000,000 (December 1) to 26,000,000.

"May rains below normal and temperatures average 5 to 10 below normal. Corn crop planting shade late but this can be cured by 14 days of real weather. Oats news still reflects high condition start on 5 to 10 per cent acreage increase. Some western writers

believe that peace will mean a larger distribution of grain rations than the current war basis. The reserves of Russia, Australia and India are, of course, a necessary "peace storehouse."

"Looking ahead into 1918, should the U. S. raise good general grain crops from now on and adopt admixtures, and should Argentina raise a 100,000,000 wheat surplus, the world's grain situation would be radically revised. September and December wheat are the questionable grain months. No man can predict their value. September wheat may be extremely high."

SEASON ON FOR NEW OATS

Pope & Eckhardt Company of Chicago Ill., say of oats, May 11: "The first business of the season in new oats, July-August shipment, was done today. Our view is that, especially in such uncertain times and with any developments possible, that the regular futures would be distinctly the better protection against contracts of new crop lots with the farmer."

CAN GERMANY STARVE THE ALLIES?

Not during 1917. Allies will be harvesting their wheat in July. France and Italy have short crops, but they will last till January or February. England can raise enough to carry her three months. She has increased her acreage and is economizing. She can import enough from July first to January to fill out 1917. If the Allies transport one hundred millions during May and June they will get through till harvest. Germany expects short crops. She suffered extensively from winter-killing and lack of fertilizer. Can she produce enough to carry her through till the 1918 harvest? Food shortage may end the war in 1918.—*C. A. King & Co., Toledo, Letter of May 12.*

STOPS TRADING IN MAY WHEAT

The directors of the Chicago Board of Trade adopted a resolution on May 11 which places an end to the trading in the May wheat futures. As a reason for this action, which is unprecedented on the Chicago Board, President Jos. P. Griffin gave out the following statement:

At a special meeting of the Board of Directors of the Chicago Board of Trade, held today, it was decided to discontinue trading in May wheat. It was further determined that all existing contracts should be adjudicated either by delivery of the property, or at a settling price to be determined by a special committee, to be appointed by the president and to be approved by the Board of Directors at a special meeting to be held tomorrow.

This action is without precedent in the history of this exchange, although other exchanges in this country, Canada, and Europe have in the past taken similar action.

The Board of Directors were prompted in reaching their conclusions by what they deemed to be their patriotic duty to the country in this hour of national stress.

It must be understood that the Board of Trade is neither a buyer nor a seller; it is merely a market place—the greatest market place on earth, where meet daily the millions of producers and consumers throughout this country; in fact, throughout the world.

I should like to emphasize that speculation has nothing whatever to do with the action of the Directors today, nor is speculation in any sense responsible for the high prices prevailing for May wheat or the cash article. Generally speaking, the speculator is not interested in May wheat, his operations being confined to the future. It may safely be stated that practically the entire interest in May wheat is restricted to farmers, grain dealers, millers, and foreign governments.

The recent hysteria over the food situation has caused a stampede by consumers in every direction,

and, while it is regrettable, it is nevertheless a fact that even the leading governments of Europe seem to have become fearful as to their future requirements.

The largest buyers of wheat for present and future delivery at this time in the Chicago market are the governments of Europe, not speculators.

We are but a market place, and so long as there is no restriction, such as has been adopted today, there is no limit to the amount of wheat these governments might purchase. Therefore, the action of the Board of Directors does not interfere with the freedom of contract on the part of either the individual or governments, but compels those requiring wheat for immediate consumption to make purchases from farmers and grain dealers, rather than through the medium of a contract for future delivery on the floor of our Exchange.

President Griffin appointed the following committee to fix the settling price for all open trades in the May futures: James A. Patten, A. Stamford White, Hiram N. Sager.

CHANGES IN MEMBERSHIP

Baltimore.—New members in the Chamber of Commerce are: G. Fred Obrecht, John H. Joyeux and Lewis S. Tyler. The memberships of the following have been transferred: P. Fred. Obrecht and Geo. P. Cronise, deceased. Reported by Secretary Jas. B. Hessong.

Chicago.—The following have been elected to membership on the Board of Trade: E. B. Conover, Wm. E. Reid, J. L. Livermore, M. R. Rothschild, Jas. R. Stewart, Elliot S. Emerson and Peter P. Gluck. Henry C. Wiley, Moses Blum, Finley Barrell, Marcus Hager, Jas. L. Clarke, Sam'l I. Karger and Geo. G. Hannah have transferred their memberships. Reported by Secretary J. C. F. Merrill.

Cincinnati.—G. A. Collier & Co., grain and hay commission merchants, have been granted a membership in the Grain & Hay Exchange. G. A. Collier and Chas. S. Pfeffer are members of the firm. Reported by Assistant Secretary D. J. Schuh.

Kansas City.—Fred W. Langenberg was admitted to membership on the Board of Trade on the transfer of Chas. T. Neal. Reported by Secretary E. D. Bigelow.

Memphis.—Walter M. Browne and J. Rex Clark are new members of the Merchants' Exchange. Reported by Secretary N. S. Graves.

Milwaukee.—R. E. Youngs, F. O. Lenoir, Geo. J. Cahill and Alfred H. Trettin have taken out memberships in the Chamber of Commerce. The memberships of Richard D. Jones, Wm. Wallace, Est. of Henry Mann, deceased, Edw. L. Fries, B. K. Miller and James Sawyer have been transferred. Reported by Secretary H. A. Plumb.

Peoria.—J. C. Luke, of the Luke Grain Company; Adolph Viesser, G. W. W. Cole Grain Company; A. D. Campbell, Jr., A. D. Campbell Hay Company; and W. E. Stone, president First National Bank, are new members in the Board of Trade. Reported by Secretary John R. Lofgren.

Pittsburgh, Pa.—Dwight E. Hamlin has been elected to membership in the Grain & Hay Exchange. Reported by Superintendent C. G. Burson.

TERMINAL NOTES

Charles E. Lewis & Co., of Minneapolis, Minn., have closed their branch office at Minot, N. D.

F. J. Simmons of Detroit, Mich., returned home the last of April from a four months' stay in Florida.

E. O. Moffatt of the Moffatt Grain Company, Kansas City, Mo., has returned from a five months' tour of Japan.

The British Empire Grain Company of Toronto, Ont., has been incorporated with a capital stock of \$300,000.

The Bruce Bros. Grain Company has been incorporated at Kansas City, Kan., with a capital stock of \$10,000.

The Burt A. Boyd Grain Company of Indianapolis, Ind., sold a car of grain late in April to a country miller at \$3.15 a bushel.

The Chamber of Commerce of Baltimore, Md., recently indorsed the petition of the railroads, asking permission to advance freight rates.

The firm of Pynchon & Co. of Chicago and New York succeeded Raymond Pynchon & Co. on May 1, owing to the retirement of Henry Raymond. F. S.

Waller has joined the firm, becoming a member of the Chicago Board of Trade through purchase of Mr. Raymond's membership.

Gardiner B. Van Ness of Chicago, has established a branch office at Monticello, Ill. It is in charge of G. P. Beringer.

Jos. P. Griffin, president of the Chicago Board of Trade, recently subscribed \$1,000 toward a fund to send Chicago school boys to the farms.

G. A. Collier & Co. is a new firm to engage in the grain and hay business at Cincinnati, Ohio. Offices are in the Second National Bank Building.

Dr. Magill, the new secretary of the Winnipeg Grain Exchange, addressed the Winnipeg Jovian League recently on the handling of grain.

E. H. Conkey, first assistant chief grain inspector at Duluth, Minn., has resigned to take a position with Hallet & Carey Company of Duluth, Minn.

The Producers' Grain Commission Company, Ltd., with head office at Winnipeg has been incorporated in Saskatchewan with a capital stock of \$100,000.

Arthur Blackburn of the grain firm of C. P. Blackburn & Co. of Baltimore, Md., was married the latter part of April to Miss Janet Merryman of Govans, Md.

George K. Craig, who is well known in grain and hay circles on the Commercial Exchange of Philadelphia, Pa., has embarked in business on his own account.

Eight members of the office force of Van Dusen, Harrington Grain Company of Minneapolis, Minn., have enlisted for service with Uncle Sam during the war.

The Alliance Macaroni Manufacturing Company of Wilmington, Del., has been incorporated with a capital stock of \$300,000 to manufacture macaroni, spaghetti, crackers, etc.

The Bolle-Watson Company, Inc., has been formed at New York, N. Y., to carry on a general grain receiving and shipping business. H. B. Watson is the head of the corporation.

One of the large subscribers to the recent Canadian war loan was James Carruthers, president of James Carruthers & Co., Ltd., grain merchants, whose subscription was \$200,000.

H. D. Waters, the Buffalo representative of the Armour Grain Company of Chicago, Ill., has moved his office to larger quarters on the thirteenth floor of the Chamber of Commerce Building.

Frank J. McDermott, superintendent for the Updike Grain Company, operating the Chicago & Northwestern Railroad Elevator at Milwaukee, Wis., was married recently to Miss Laura Johnson of Chicago.

Several changes were recently made in the firm of Hulburt, Warren & Chandler of Chicago, Ill. De Forrest Hulburt and L. L. Winters were admitted to partnership and O. T. Hulburt has retired from the firm.

John W. McCardle, grain merchant of Indianapolis, Ind., and operating a line of grain elevators in the state, was recently appointed by Governor Goodrich to membership on the Indiana Public Service Commission.

The Winnipeg Chamber of Commerce Rifle Club has been organized by the firms composing the Chamber of Commerce and their employees. The club holds drills twice weekly on the Exchange trading floor.

The Pacific Commercial Company of Manila, P. I., has opened a branch office at Seattle, Wash., in charge of H. Goddard. The company also maintains offices in San Francisco, New York, Kobe, Japan, and Sydney, N. S. W.

Officers chosen in April to serve the Nashville Grain Exchange of Nashville, Tenn., are: E. M. Kelly, president; F. E. Gillette, first vice-president; C. E. Rose, second vice-president. Directors are: Charles I. Jones, W. R. Pate, S. C. Wilkes, R. H. Worke and Thomas Newbill.

Fred D. Stevers, who has been connected with the cash grain interests of the Chicago Board of Trade for very many years, and well known among Western grain shippers, has gone with Simons, Day & Co.

of Chicago and will handle the cash grain end of the business for the firm.

The Milwaukee Chamber of Commerce of Milwaukee, Wis., in order to avoid errors in weights in these times of high prices, has employed an expert scale man who, will test all scales at intervals, under the supervision of the weighing and inspecting department of the Chamber.

E. Milton Crowe, who has been engaged as grain buyer at Piqua, Ohio, as well as representative of a number of Eastern grain firms, for the past few years, has made arrangements to establish a grain commission business at Buffalo, N. Y. The Buffalo office will be opened about June 1.

Harry M. Stratton of the Donahue-Stratton Company of Milwaukee, Wis., Wallace M. Bell of W. M. Bell & Co., and George A. Schroeder, traffic manager, represented the Milwaukee Chamber of Commerce at the conference of grain men and millers at Washington, D. C., the first week in May.

Robert D. Jarboe, who has been the chief grain inspector for the state of Washington for over fifteen years, has succeeded E. L. Morris as Federal Supervisor of Grain Inspection at Kansas City, Mo. Mr. Morris becomes chief of the Southwestern Division of Grain Supervision Service.

Harry M. Paynter, Jr., the 17-year old son of Harry M. Paynter, grain merchant in the Postal Telegraph Building, Chicago, has enlisted in the Radio service of Uncle Sam's artillery. He is at present at Fort Sheridan under Captain John F. Dillon of the United States First Artillery.

What is said to be the first purchase of this season's wheat crop on the Chicago Board of Trade was made by Shaffer & Stream early in May. It included 5,000 bushels No. 2 red winter wheat from the Illinois 1917 crop, for July-August shipment at \$1.82½, the September price at time of sale.

H. E. Emerson of St. Paul, Minn., has resigned as chief state grain inspector for Minnesota, to become connected with A. D. Thompson, & Co., of Duluth, as cash grain buyer. Mr. Emerson served for several years as chief inspector, previous to which time he was a deputy grain inspector at Duluth.

Records are being smashed daily in these times of high prices. Goffe & Carkeuer Company of St. Louis, Mo., of which Geo. C. Martin, Jr., is manager, sold Kansas No. 2 hard 62 pound wheat on May 12 at 3.50 per bushel. It is believed this is the highest price wheat ever sold for in the St. Louis market.

On account of the death a few months ago of Mr. Ward, the firm of Harper & Ward of Des Moines, Iowa, has now changed to Harper & Sons. R. W. Harper remains at the head of the firm and has been joined by his sons, John T., and Robert R. Harper. The offices of the company are in 303-306 Fleming Building.

The California Grain Company was organized at San Francisco, Cal., to carry on a general grain and commission business. The firm is composed of A. B. Haslocker, former manager of the Oakdale Milling Company and F. G. Ernst Lange, formerly manager of the grain department of the E. Clemens Horst Company.

Harry M. Goodman, son of P. S. Goodman, the crop expert, of Chicago, Ill., has been accepted as second lieutenant, United States Engineers. Pending the call to service Harry will be employed as a mechanical engineer by the Fore River Ship Building Company at Quincy, Mass. He was graduated this month from Armour Institute of Technology after a four-years' engineering course.

The *Rosenbaum Review*, of May 7, publishes the following: "Through the courtesy of the J. Rosenbaum Grain Company, publishers of the *Rosenbaum Review*, the services of its editor, Mr. J. Ralph Pickell, has been placed at the disposal of the Government. Mr. Pickell will remain in Washington for an indefinite period, having opened headquarters for the Council of Grain Exchanges in the Congress Hall Hotel. He will write as usual for the *Review*, which will be better known than ever because its editor is in a position now to know what is being done, and while discretion must of neces-

sity be exercised in the publication of information, yet there will be much of great interest to the readers of the *Review* which can be told, and what is printed will be authentic, first-hand information.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at leading terminal markets in the United States for the month of April, 1917:

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	2,033,433	4,162,230	2,007,268
Corn, bus....	1,432,985	1,521,186	1,703,387
Oats, bus....	444,695	3,746,030	3,746,021
Barley, bus..	19,347	466,182	302,621
Rye, bus....	638,652	988,245	638,739
Hay, tons...	5,529	2,885	1,453
Flour, bbls..	281,059	468,579	214,411

CHICAGO—Reported by J. C. F. Merrill, secretary of the Board of Trade:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	3,859,000	7,744,000	4,245,000
Corn, bus....	4,486,000	4,650,000	5,195,000
Oats, bus....	9,724,000	9,456,000	14,304,000
Barley, bus..	1,729,000	2,263,000	743,000
Rye, bus....	440,000	345,000	329,000
Timothy seed, lbs.	3,367,000	1,019,000	4,321,000
Clover seed, lbs.	798,000	974,000	1,606,000
Other grass seed, lbs..	2,319,000	1,415,000	1,918,000
Flax s'd, bus.	39,000	38,000	1,000
Broom corn, lbs.	351,000	824,000	590,000
Hay, tons....	14,882	21,163	4,304
Flour, bbls..	1,035,000	761,000	924,000

CINCINNATI—Reported by W. C. Culkins, executive secretary of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	285,972	331,359	179,390
Corn, bus....	659,428	738,966	331,541
Oats, bus....	692,176	538,345	411,463
Barley, bus..	937,778	36,191	31,173
Rye, bus....	28,880	51,942	18,145
Timothy seed, lbs.	734	103	2,502
Clover seed, lbs.	1,987	2,951	4,622
Other grass seed, lbs..	8,841	8,544	11,982
Flax s'd, bus.	46	.....	47
Broom corn, lbs.	194,381	64,286	21,870
Hay, tons....	32,967	11,567	19,113
Flour, bbls..	170,379	234,784	114,867

CLEVELAND—Reported by D. F. Hurd, traffic commissioner of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	48,245	32,100	84,822
Corn, bus....	236,380	167,034	186,061
Oats, bus....	273,161	229,076	218,796
Barley, bus..	8,500	2,602	28,136
Rye, bus....	40,727	.....	7,264
Hay, tons....	3,653	3,936	2,443
Flour, bbls..	89,853	78,946	37,054

DETROIT—Reported by M. S. Donovan, secretary of the Board of Trade:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	189,000	97,000	36,000
Corn, bus....	167,000	125,000	219,000
Oats, bus....	226,000	300,000	44,000
Rye, bus....	14,000	5,000	9,000
Flour, bbls..	24,000	25,000	37,000

DULUTH—Reported by Chas. F. McDonald, secretary of the Board of Trade:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	2,644,368	2,448,749	2,441,463
Corn, bus....	.....	.....	2,700
Oats, bus....	1,258,611	418,663	318,951
Barley, bus..	571,961	318,214	164,945
Rye, bus....	28,278	77,117	225,643
Flax seed....	203,740	59,193	54,707

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	100,000	101,000	30,000
Corn, bus....	2,160,000	1,354,000	972,500
Oats, bus....	1,594,800	884,000	282,600
Rye, bus....	3,000	2,000	1,000
Hay, cars....	128	112	.....
Flour, bbls..	.....	.....	36,567

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	2,791,800	5,696,300	4,255,200
Corn, bus....	1,665,000	2,672,500	1,038,750
Oats, bus....	833,000	307,700	912,000
Barley, bus..	30,000	148,500	54,600
Rye, bus....	18,700	15,400	36,300
Kaffir, bus..	45,100	682,000	46,000
Bran, tons...	3,080	2,000	13,560
Hay, tons....	25,992	25,404	12,864
Flour, bbls..	31,750	31,500	233,250

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	1,058,750	488,800	1,482,353
Corn, bus....	643,200	564,140	1,306,414
Oats, bus....	1,650,460	2,906,680	2,215,976
Barley, bus..	1,093,300	1,111,060	210,117
Rye, bus....	90,050	230,940	198,192
Timothy seed, lbs.	733,070	171,050	687,048
Clover seed, lbs.	834,115	209,148	65,619
Flax s'd, bus.	13,310	14,300	76,558
Hay, tons....	1,380	2,204	324
Flour, bbls..	58,870	68,080	61,080

MINNEAPOLIS—Reported by E. P. Kehoe, statistician of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	9,300,130	7,623,700	3,893,470
Corn, bus....	463,470	243,840	1,094,530
Oats, bus....	1,474,400	2,898,120	3,216,200
Barley, bus..	1,333,930	1,744,010	1,911,640
Rye, bus....	307,000	244,840	391,810
Flax s'd, bus.	383,840	485,880	49,810
Hay, tons...	2,467	2,520	712
Flour, bbls..	87,074	84,709	1,765,419

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	2,943,200	5,689,751	.....
Corn, bus....	1,520,900	20,221,254	.....
Oats, bus....	2,724,000	1,680,710	.....
Barley, bus..	518,484	838,024	.....
Rye, bus....	163,750	23,165	.....
Timothy seed, lbs. ....	.....	.....	.....
Clover s'd, lbs.	2,875 bags	16 bags	.....
Other grass seed, lbs..	.....	.....	.....
Flax s'd, bus.	784,500	.....	.....
Hay, tons...	15,295	.....	.....
Flour, bbls..	747,293	407,629	.....

PORTLAND, MAINE—Reported by Geo. F. Feeney, traffic manager of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	1,419,781	5,017,004	1,661,254
Corn, bus....	9,368	7,347	8,642
Oats, bus....	.....	206,384	21,915
Barley, bus..	14,329	92,791	16,524
Rye, bus....	4,266	14,570	.....
Buckwheat, bus. ....	.....	10,350	.....

PHILADELPHIA—Reported by A. B. Clemmer, secretary of the Commercial Exchange:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	3,056,668	5,105,254	2,741,808
Corn, bus....	316,221	231,086	408,702
Oats, bus....	729,795	913,573	180,605
Barley, bus..	4,222	60,431	49,845
Rye, bus....	47,662	15,914	55,950
Timothy seed, bags .....	.....	1	.....
Clover seed, bags	271	64	.....
Flax s'd, bus.	104,312	.....	.....
Hay, tons...	5,652	5,819	.....
Flour, bbls..	137,093	141,741	.....

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants' Exchange:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	3,044,580	2,438,181	2,849,550
Corn, bus....	2,078,380	2,454,710	1,342,250
Oats, bus....	2,456,500	1,135,600	2,484,500
Barley, bus..	12,800	33,600	2,900
Rye, bus....	8,800	79,200	12,150
Hay, tons...	20,086	11,335	10,200
Flour, bbls..	320,470	365,990	483,480

TOLEDO—Reported by Archibald Gassaway, secretary of the Produce Exchange:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	148,800	142,000	227,000
Corn, bus....	119,400	144,000	95,700
Oats, bus....	186,400	132,000	129,200
Barley, bus..	.....	1,000	.....
Rye, bus....	3,000	22,500	5,600
Timothy seed, bags	3,704	324	5,563
Clover seed, bags	4,538	2,235	8,176

TRADE NOTES

The Strong-Scott Manufacturing Company of Minneapolis, Minn., has been awarded the contract for a 1,000-bushel Morris Grain Drier for the Chicago-Great Western Railway Elevator at Omaha, Neb. The elevator will be operated, when completed, by the Nye, Schneider, Fowler Company.

One of the strongest financial institutions of Chicago is the Corn Exchange National Bank, which handles accounts of a great many grain elevator operators and commission men throughout the country. The capital of the bank from a recent statement is given at \$3,000,000; surplus is \$5,000,000, and undivided profits \$2,354,549.18.

The annual meeting of the stockholders of the Joseph Dixon Crucible Company of Jersey City, N. J., was held at the company's office in April. The vote recorded was the largest ever represented on an annual election, being 19,738 shares out of a possible 20,000. No changes were made, either in the personnel of the board of directors or the officers of the company and there was a general expression of satisfaction over the present management.

One of the features of the new Chicago & North-Western Railroad Company's elevator at Council Bluffs, Iowa, to be operated by the Updike Elevator Company, is the installation of two original Humphrey Employees' Elevators. After 30 years' reputation as a standard part of the equipment of grain elevators and mills this device continues one of the leaders in the saving of the employees' time and energy in their necessary journeys to the various floors of the plant.

The Goodyear Tire & Rubber Company of Akron, Ohio, in an effort to stimulate enlistment, has announced that all employees enlisting for military duty in either arm of the Government service, will have their positions kept open until their return at the expiration of their terms of enlistment. A military drill class for Goodyear office men is also being formed. Hundreds are sending in their applications to the drillmaster. The movement is for general preparedness, rather than with any present thought of preparing men for immediate military service.

Grain elevators are finding conditions more favorable for feed grinding than in any previous period, for the time of the year. We take pleasure in recommending the following manufacturers of high grade mills: Nordyke & Marmon Company, Indianapolis, Ind.; Sprout, Waldron & Co., Muncy, Pa.; The Wolf Company, Chambersburg, Pa.; Barnard & Leas

Manufacturing Company, Moline, Ill.; The Bauer Eros. Company, Springfield, Ohio; Union Iron Works, Decatur, Ill.; N. P. Bowsher Company, South Bend, Ind.; Great Western Manufacturing Company, Leavenworth, Kan.

The Beall Improvements Company of Decatur, Ill., makes use of a good word in its advertisement in this issue—Concentration. It is to the mind what deep breathing is to the body, healthful, inspiring and invigorating. Concentration can win the war for America and the allies. The Beall Company admonishes the grain dealer to concentrate to push his business by equipping his elevator with a separator and cleaner that is reliable, durable, efficient and economical; one that will assure the maximum results and prove a sure road to greater profits. The name of this machine is stated in their advertisement.

The Union Iron Works of Decatur, Ill., calls attention to the cry now heard everywhere to "speed up." And that "we must plant more, grow more, harvest more, build more, advertise more, buy and sell more, be bigger and better business men—in a word 'do more.'" They say, further, that the grain dealer must be ready to handle our greater crops with efficiency and economy, and take occasion to reaffirm the place occupied by the Western Line of grain elevator machinery which is synonymous with reliability, efficiency and economy, and which they maintain is a real asset to every grain elevator man in the country which has installed this line.

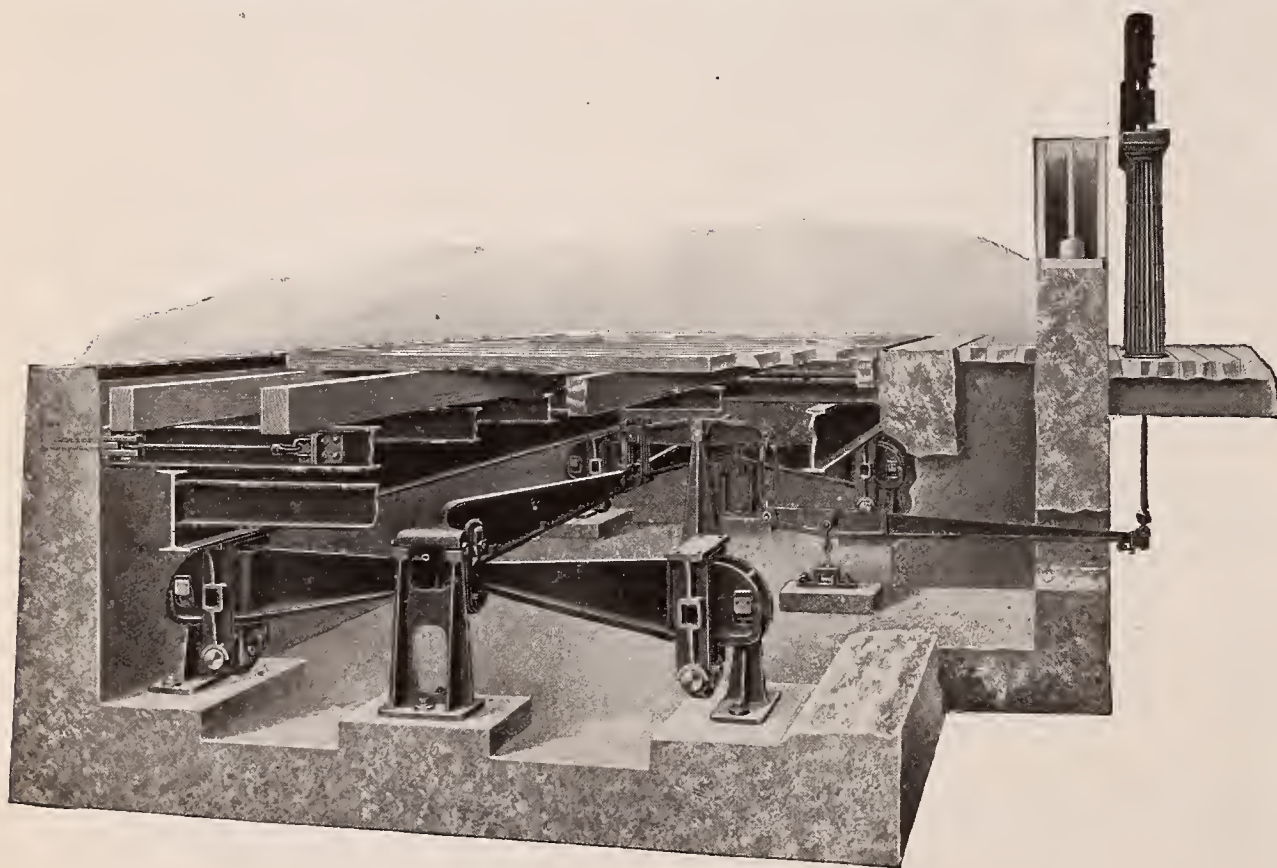
The Huntley Manufacturing Company of Silver Creek, N. Y., has inaugurated a plan which, it is expected, will prove of great benefit to its employees. It involves the carrying by the company of a life insurance policy for each employee which provides for the payment of \$500 to the beneficiary of each man or woman who dies while in the company's employ. A very excellent feature of the insurance is that it becomes due and payable in yearly installments if for any reason an employee becomes permanently and totally disabled. It covers the men and women regardless of their age so that there are quite a few over 60 and some over 70 who will have the benefit of this protection for their families.

The Kerosene Carburetor Company of Frankfort, Ind., writes us under recent date: "As the intensive farming idea seems to have attracted all people, from the Secretary of Agriculture down to the Township Agent we deem it of some interest to let them know some of the things we have done in the past

month with kerosene carburetors, driving Ford cars with tractor equipment. At Des Moines, Iowa, we plowed 7½ acres of 8-year old sod in 12 hours, pulling two 14-inch bottoms at a cost of \$1.45 for kerosene as against 6 acres at a cost of \$2.40 on gasoline. At Fond du Lac, Wis., we plowed 5 acres in 10 hours, pulling the same size plow, at a cost of \$1.02, as against \$2.00 on gasoline. At Allegan, Mich., we did practically the same work we did at Fond du Lac, plowing in alfalfa roots and sandy grounds. In every case we used Ford cars and traction equipments and never had to stop from any kind of trouble. For the farmer with a small acreage, say one section or under, the Ford seems to be the ideal thing, as it is easily convertible from a pleasure car to tractor or truck at an expense smaller than one good team of horses, and will do twice the work and can be operated by any boy or girl who is old enough to drive a team. The fuel question is the bugbear of power farming today, and kerosene seems to be the only real solution. For the man who does not have a large amount of money to put into a tractor, this is an ideal equipment, as he is guaranteed better results from the use of kerosene than he is with the use of gasoline. To all those interested we will be pleased to furnish full information regarding this equipment."

A NEW HEAVY DUTY SCALE

When a firm with the reputation and standing of Fairbanks, Morse & Co., Inc., of Chicago, brings to the attention of the grain trade an improvement in the manufacture of scales, it becomes a matter of special and general interest. It is but recently that this firm placed on the market their new Fair-



NEW FAIRBANKS TYPE "P" HEAVY DUTY SCALE

banks Type "P" Heavy Duty Scale with suspended platform for wagons and auto trucks. An illustration of the scale is presented in the accompanying cut.

The suspended platform feature is said to be the greatest single scale improvement ever made. The platform, instead of resting on knife edges, is suspended from them. This keeps the knife edges and bearings in continuous contact. It prevents scraping, decreases wear, and gives fine accuracy and long life. It also makes the scale sensitive and gives quick beam action.

A matter of ever present interest to the grain dealer is to increase his weighing efficiency. This is guaranteed by the new Type "P" Scale. It is built strong and sturdy to weigh accurately under the heaviest service and to perform its duties after years of weighing as well as when first installed. Full particulars will be furnished, on request, by the manufacturers.

Mason, Mich.—C. A. Davis' elevator was burned.

Mendon, Mercer County, Ohio.—Fire of incendiary origin burned the elevator located here.

St. Henry, Ohio.—A grain elevator located at this point was destroyed by fire of incendiary origin.

Bluffton, Ind.—The Arnold Elevator was slightly damaged by fire, which was of incendiary origin.

Earl, Ark.—The Union Seed & Fertilizer Company's seed house was destroyed by fire not long ago.

Plano, Texas.—The office of the Peacock Grain Company was damaged by fire to the extent of \$500.

Sterling, Neb.—On April 28, the C. M. Linn Elevator burned, together with about 150,000 bushels of corn.

Thompson, Ohio.—J. J. Trask's feed and flour store was burned. The origin of the blaze is unknown.

Watsonstown, Pa.—W. A. Leiser's grain and feed warehouse was destroyed by fire. The loss amounted to \$6,000.

Woburn, Mass.—Cummings & Shute's elevator at Woburn was damaged recently by fire. Loss amounted to \$40,000.

Santa Cruz, Cal.—The storage plant of Hoffman & Morrissey at this point was burned, together with its contents of hay, feed and grain.

Winchester, Ill.—The Farmers' Elevator was damaged severely by fire which started in the engine room. About 6,000 bushels corn were burned.

Fostoria, Ohio.—Slight damage was done to the

plant of the Fostoria Grain Company by fire. The damage amounted to \$500 fully covered by insurance.

Columbus Junction, Iowa.—Fire destroyed the Winmann Elevator Company's plant here, together with 10,000 bushels of grain. The loss amounted to \$20,000.

American Falls, Idaho.—The elevator and mill of the American Falls Milling Company was destroyed by fire on April 20, with total loss of building and contents.

Jonesboro, Ill.—The Union County Milling Company's elevator and mill was burned on April 10. Two cars of wheat and two cars of flour were also consumed.

Blackwell, Okla.—The elevator owned by Gingerich & Syllinder was burned on April 28 with serious losses. About 1,000 bushels of wheat were consumed by the fire.

Snover, Mich.—The five-foot concrete foundation under the warehouse of the Snover Grain Company at Snover, Mich., gave way, causing serious damage to the warehouse proper.

South Heart, N. D.—Together with 5,000 bushels

of grain, the elevator of the N. J. Steffan Grain Company was consumed by fire. The plant had a capacity of about 40,000 bushels.

Shakopee, Minn.—On April 20, the plant of the Farmers' Elevator Company was burned. The plant contained 2,900 bushels grain and a quantity of feed and grain. Loss amounted to \$15,000.

Colorado Springs, Colo.—The warehouse of the Seldomridge Grain Company located here was burned with losses of \$50,000. A quantity of flour, wheat, corn and hay was also consumed.

Kamrar, Iowa.—An attempt was made to set fire to the farmers' elevator located here, but which proved unsuccessful. The plant was filled to capacity with corn and oats at the time.

Palmyra, Ill.—Fire, which might have resulted in a total destruction of the Duncan Elevator here, was extinguished before any damage was done. A spark from a passing engine fell on the roof of the elevator.

Petrolia, Texas.—The grain elevator of the Wichita Mill & Elevator Company was destroyed by fire on April 27. The contents of 1,000 bushels grain, were burned. Loss amounted to \$7,500, which is covered by insurance.

Vulcan, Alta.—The elevator and annex of the National Elevator Company here was destroyed by fire, together with more than 50,000 bushels of wheat. Damage amounted to about \$120,000. The wheat was insured.

McIntire, Iowa.—The Cragle Grain Company's elevator burned on April 13. Five cars of grain, one car of corn, a quantity of timothy and clover seed, 400 sacks of flour and a car of flax were also consumed. The origin of the fire is unknown.

Barlow, N. D.—Fire destroyed the grain elevator located on the C. B. Linderman Farm, near Barlow, during the early part of April. The elevator was valued at \$5,000. A considerable quantity of grain and feed was also burned. The contents were insured for full value.

Salix, Iowa.—The elevator of the Farmers' Elevator Company at this place was burned with loss amounting to \$39,000. The fire occurred on April 10. About 20,000 bushels of wheat and corn were also consumed by the flames. The loss was fully covered by insurance.

Des Moines, Iowa.—With losses amounting to \$50,000, the elevator plant of the A. B. Fogarty Company was burned on April 16. The fire had gained such headway when discovered that it was impossible to save the structure. The plant, it is reported, was filled to capacity with grain.

Crocker, Iowa.—The elevator of the Central Grain Company of Des Moines, located at this point, burned on April 22. The cause of the fire is undetermined. The building was valued at \$6,000 and contained approximately 20,000 bushels corn and oats. The entire loss to property destroyed amounted to \$35,000.

Chicago, Ill.—The old L. C. Huck Malting Company's elevator was consumed by fire, together with 75,000 bushels of grain, about three-fourths oats and the rest wheat, on April 30. The grain, which was intended for export, was owned by Hales & Edwards, feed manufacturers, and was valued at \$75,000. The loss on grain is covered by insurance. The elevator was valued at \$50,000. It is thought that the fire started from an oxy-acetylene blow torch.

Erie, Pa.—Elevator "A" of the Western Transportation Company, owned by the Great Lakes Transit Corporation, was completely destroyed by fire on April 24. More than 200,000 bushels wheat was consumed and the loss is estimated at about \$600,000. The grain, it is reported, was consigned to the Allies. The officials of the company state that the fire started from an overheated pulley in a tower. An official investigation was started immediately after the fire.

The National Grain Dealers' Association, the National Hay Association and the Millers' Federation have petitioned for a revision of the freight car system of the U. S., to permit moving of the crops next fall.

The Canadian Department of Trade and Commerce has announced that a sample wheat market will be established in Western Canada as soon as transport conditions become favorable. It is intended that the sample market will be in full operation before the new 1917 crop is ready for the market. Establishment of sample market trading will not interfere with the present system of grading and inspection, but will supplement it. The sample market will make conditions conform to those prevailing in the United States which, with the adoption of free wheat, becomes necessary.

NEWS LETTERS

TOLEDO

C. E. BRYANT - - CORRESPONDENT

THAT the Government crop report, out May 8, was too severe is the consensus of opinion among 'Change members here. The argument advanced is that most, if not all, of the 12,000,000 abandoned acres will be plowed up and sown for spring wheat and corn.

Dealers are pessimistic over the effect the famine talk will have on the general public. One member said, Thursday, that a renewed rush by the housewife to lay in supplies for the future is certain to result from the widespread publicity given by the newspapers.

The weather of late has been favorable for the growing wheat crop in this section, although the coolness and excessive rains have retarded growth to some extent. Sunshine and warm weather are in demand now. Farmers are busy preparing the soil for corn, and indications point to a heavy acreage of this crop. The oats outlook in Ohio and Indiana is fine, and prospects are good for a large production.

The farmers are handicapped greatly because of their inability to secure competent labor. There is a 300-acre farm near Toledo and only two men to work it. Forty dollars a month, with board and room, is being offered by many farmers, but it is almost impossible to hire men for this work. The long hours on the farm, as compared with factory work, is responsible for the shortage, farmers say.

* * *

The new Federal wheat grades, which go into effect July 1, have necessitated an increase in the laboratory equipment of the local inspection department.

The Board of Directors of Produce Exchange, at a recent meeting, authorized the installation of two additional moisture testing machines. The new machines are of 12 compartments each, and are the same type as those now used by the Government. With the additional equipment the inspection department will have a capacity for testing more than 150 cars per day.

* * *

M. H. van den Berg, of the Cumberland Seed Company, Cumberland, Md., has been elected to membership in Toledo Produce Exchange.

* * *

Commission rules were revised by unanimous vote of 'Change members on April 24. The principal changes were in the commissions for handling cash grain in carlots, as follows:

Wheat, $\frac{3}{4}$ of 1 per cent; minimum, charge, 1 cent per bushel.

Corn, 1 per cent; minimum charge, $\frac{3}{4}$ cent per bushel.

Oats, 1 per cent; minimum charge, $\frac{1}{2}$ cent per bushel.

Rye and barley, 1 per cent; minimum charge, 1 cent per bushel.

The revised rules were effective April 25. The commissions for handling seeds remain as before.

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The steamer *Parks Foster* cleared this port May 3, with the first lake shipment of grain since the opening of navigation. The cargo consisted of 55,000 bushels oats and 45,000 bushels corn, and was destined for Buffalo.

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Three thousand barrels of flour were lost in a fire at the General Baking Company's plant here the night of May 4. The plant, one of the largest in

the city, had a capacity of 40,000 loaves of bread per day.

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W. H. Haskell, president of W. H. Haskell Milling Company, was re-elected a director of the National White Corn Millers' Association, at their annual meeting in Chicago, April 30.

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The persistent efforts of President Jesse W. Young, president of 'Change, and F. O. Paddock, chairman of the Transportation Committee, to relieve the abnormal freight car shortage, which has been such a severe handicap to local grain dealers the past few months, have finally met with some success. The situation, especially as regards Ohio shipments, is greatly improved. John F. Courcier, or the Ohio State Utilities Commission, was prevailed upon to come to Toledo to see for himself just what Toledo dealers were up against. A meeting was called at the Secor Hotel and each railroad entering the city had a representative in attendance. Secretary Gassaway prepared a special report showing the dates orders had been filed with the various roads, the amount of the order and the destination. At the close of the meeting, Mr. Courcier was given assurance by every rail man present that the cars would be promptly furnished.

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H. Wallace Applegate, of W. A. Rundell Company, recently suffered slight but painful injuries when he was struck by a machine in front of his home. Mr. Applegate was on the job, as usual, the next morning, however.

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Joe Streicher, of J. F. Zahm & Co., is back on the floor after an illness of two weeks.

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Toledoans who attended the annual convention of the Illinois Grain Dealers' Association, at Springfield, May 11-12, included President Young, F. O. Paddock, W. H. Haskell, Bill Cummings of J. F. Zahm & Co., and E. L. Southworth of Southworth & Co.

* * *

That the present prices for wheat are even higher, when compared with the difference in value of the gold dollar, than during the Civil war, is the opinion of Kent Keilholtz, in Southworth & Co.'s market letter of May 7:

May 7th is historic wheat date in Toledo. On May 7, 1867, wheat reached its highest price here—\$3.50. Just 50 years ago today.

Difference in money values must be taken into account. Gold was at 37 cents premium at that time. On present basis for gold, wheat was selling then at around \$2.55.

Corn on May 7, 1867, sold in Toledo at \$1.07; oats, 68 cents; clover seed, \$9.00 to \$9.50; pork, \$23.50 to \$24.00; lard, 12 cents to 13 cents.

The dries were unpopular in Toledo 50 years ago, for 35,398 barrels of liquid "rye" reached Toledo in '67. No quotations on whisky to be found. Oldest inhabitant says it was retailing at 3 cents a drink.

* * *

Probably the most popular man in Toledo these days is Henry Raddatz, of the grain firm of H. D. Raddatz & Co. Raddatz is having several cars of No. 2 soft winter wheat ground into flour at the Wagoner Mills, of which he is a part owner, and selling it direct from mills to consumer at the cost of production. Flour is being hauled away in everything from an automobile to a babycab.

On Wednesday, May 9th, when flour advanced a dollar and was retailing at \$18.00 to \$18.50, Raddatz announced his price remained unchanged—\$14.50. Purchasing is limited to one-quarter barrel.

* * *

The Raymond P. Lipe Company says of the hay situation: "There is more hay in farmers' hands now than at this time last year. Though the conditions of the meadows are first-class, the acreage

is much reduced, due to the fact that the farmers are plowing up their meadows and the acreage is being utilized for grain purposes. While the demand for hay is very urgent in some districts, this is due largely to the scarcity of equipment in which to move the crop. In case cars should become more plentiful, we cannot see anything but lower prices, as indications point to a large carry-over for hay."

* * *

Corporal Siva M. Bender, of Southworth & Co., left Saturday night for Fort Benj. Harrison where he will enlist in the Officers' Reserve Corps. Bender was with Troop D, Ohio Cavalry, on the Mexican border, and has been home since March.

Another grain man to enter the training camp at Fort Benjamin Harrison, is J. B. Finnell, vice-president of the Ohio Millers' State Association. Mr. Finnell is at present undergoing military training at Culver, Indiana, and after passing the physical examination, will join the Officers' Reserve Corps.

* * *

D. W. Camp, president of Toledo Grain & Milling Co. and the oldest member of the Exchange, is seriously ill with pneumonia. The "kids" on the 'Change remembered him with flowers and all hope for his speedy recovery.

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Steamer *Pope* cleared Duluth, May 10, for Toledo, with the first cargo down consisting of 125,000 bushels of flaxseed to be handled at the East Side Iron Elevator for the Toledo Seed and Oil Company.

INDIANAPOLIS

F. J. MILLER - - CORRESPONDENT

THE growth of Indianapolis as a grain market is reflected in the erection by the H. E. Kinney Grain Company and the Urmston Grain Company, both of this city, of one of the largest elevators in Indiana. The elevator is well situated on ground at Sherman Drive and the Big Four Railroad, in the southwestern part of the city. Its erection is the development of a plan originally made by H. E. Kinney, head of the H. E. Kinney Grain Company. The site was obtained a number of months ago and was held while other plans of Mr. Kinney, including the acquisition of some country elevators, was carried through.

The elevator, which will have a capacity for 500,000 bushels of grain and a handling capacity of 15,000 bushels an hour, will be ready to receive the new crop on July 1, according to the terms of the contract. The working house, which is of reinforced concrete construction, was erected some time ago and the 29 reinforced concrete tanks are now being added.

These 29 tanks, each 80 feet in height and 16 feet in diameter, will each have a capacity of 15,000 bushels. They are constructed in two batteries and the plan of construction provides for the addition of two similar batteries that will double the capacity of the plant. It is planned to make this addition early next year.

In the working house is the modern elevator machinery for cleaning, drying and conditioning grain. The upper part is to be used for elevator purposes and will have bin capacity of about 65,000 bushels.

The new elevator was planned about a year ago by Mr. Kinney, who wished to have better storage facilities for handling his increasing business. Later he was joined in the project by Mr. Urmston. More ground at the site was bought and the construction plans were changed to meet their combined needs, by adding just as many batteries of tanks as necessary. All danger of damage by fire has been eliminated and the handling of grain has been made easy and at a minimum cost.

* * *

Although the continued rain of the last few days has held up the planting of corn, it has been of enormous benefit to the wheat of the state. Esti-

mates based on the surveys of a number of counties are that the moisture of early May has meant a saving of from 5,000,000 to 8,000,000 bushels of wheat to the growers of the state. The earlier gloomy prospects regarding the wheat yield have accordingly been revised to that extent, although the present indications are all for a crop below the average. A month ago prospects were so poor that grain men were predicting only half a crop for Indiana. Now it is believed that even with a decreased acreage the state's yield will be not more than 15 to 25 per cent below normal.

While the estimate of 8,000,000 bushels saved by the rains may be rather over-optimistic, as much wheat had been winter-killed and plowed under, what is left has taken on new life and promises much better than it did a month ago.

The acreage sown last fall was considerably below normal and, although the yield per acre may be far better than expected earlier, the yield for the state will be light in comparison with former years.

Delaware is the only county that reports rots as a result of the rains. Hendricks County says the rain improved prospects 100 per cent, but that the acreage is only 40 per cent of the normal. In Clinton County the estimate is for more than half a normal crop. Clark County reports that 20 per cent of the crop sown in the fall was plowed up this spring and sown in oats and corn. In Decatur County the rain benefited the crop, which looks good, but the acreage is small. A good yield is predicted in Wayne County. In Allen County wheat is backward and looks spotty and the estimate is not high, although the crop has been benefited by the rains. Boone County reports only 30 per cent of the normal acreage, but the wheat plants look strong and healthy.

One of the best reports comes from Wabash County, where the crop is little below the average. In St. Joseph County the outlook is favorable for an average crop. Vigo County reports that much wheat was winter-killed and plowed under, but the remainder was benefited by the rain. In Knox County the farmers are rejoicing over the good effects of the weather. New life was put into the wheat plants in Lawrence County and the yield promises well. Bartholomew County farmers say their wheat came through the winter so poorly that rain will not wholly revive it. Hamilton County is pessimistic and says so much was killed by the winter that not half a crop is expected. Little wheat was sown in Montgomery County, but the crop looks well. The same is true of Fountain County.

* * *

Another extension of the co-operative movement is seen in the incorporation of the Morgan Farm-ship Farmers' Co-operative Elevator Company, of Malden, Ind., with a capital of \$15,000. The following are prominently identified with the company: John Maxwell, Henry Pahl, Herman Detlef, William Ahlgrim, Robert Adams, Frank Pressel, Elmer Lewis, J. B. Foley and George Barten.

* * *

The Berne Grain and Hay Company, of Berne, Ind., has prepared for larger operations by increasing its capital stock from \$30,000 to \$60,000.

* * *

The Winslow mills at Winslow, Ind., was one of the first in Indiana to pay above the \$3 mark for its wheat. On March 3 it paid \$3.10 for wheat delivered at the mill. One man at Petersburg, nearby, refused \$3 for 1,200 bushels of wheat he is holding.

* * *

The Grain and Hay Club of Indianapolis, composed of Board of Trade members, is not confining its attention purely to grain and hay, but is doing its bit toward increasing the supply of all kinds of foodstuffs in the state. It has obtained the use of a tract of land three and a half acres in extent and will grow potatoes on it. The use of the ground was donated by Charles M. Cross and Company.

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The Walton Elevator Company, of Walton, Ind., has increased its capital stock from \$16,000 to \$30,000.

PHILADELPHIA

E. R. SIEWERS - CORRESPONDENT

IN order to help farmers and grain raisers the Bourse Farm Work Enrollment Bureau has already received upwards of 1,000 applicants, mostly young men. Those who prefer to farm in Pennsylvania, and nearby states are being turned over to the local authorities and those for the Middle and Far West are taken in charge by the Federal agents. Besides J. Haslam and Paul Gendel, the Pennsylvania representatives, Arthur Littleton, who is a superintendent of the United States Bureau of Labor distribution, and C. T. Clayton, special agent of the Federal Department of Labor, are now in charge. Leading farm owners of Nebraska and the Dakotas have been here looking over the prospects for helpers, and among the applicants was a full blooded Modoc Indian, now serving in one of the Wilmington, Del., industries, who was captured when a mere boy in the famous Custer raid, and brought up by the late General William H. Sewell of Camden, N. J. This Indian holds a claim to 160 acres of U. S. Government land which he never took up.

* * *

Former President Walter F. Hagar of the Commercial Exchange, well known in shipping circles, was chosen director of the Maritime Exchange at its last annual election, and honored with a governorship of the noted Germantown Cricket Club.

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The prominent grain exporters here do not favor the plan that will embargo grain shipments to friendly neutral ports.

* * *

Latest applications for membership to the Commercial Exchange have been those of Robert Beatty, Jr., George K. Craig, and A. B. Porter, all of whom are engaged in the flour, feed, hay and grain business here.

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The Statistical Bureau of Washington, D. C., under the U. S. Government Supervision has placed this port as ranking second in the volume of foreign export trade throughout the country.

* * *

Former Vice-President Samuel B. Gilpin of the Commercial Exchange, who very recently transacted a big sale of wheat at the top market price, which he purchased at low figures and held, was knocked down by a heavy autotruck, breaking several ribs and severely bruising his body. He is now slowly recovering at his Logan residence.

* * *

Mayor Smith proposes to take over the old Belt Line Railroad which passes along the wharves and piers and docks of the river fronts, and enlarge its usefulness on the most modern lines of trade.

* * *

Lincoln K. Passmore, for a number of terms president of the Commercial Exchange as well as a director, and widely known in the grain business of earlier years, has been taking a needed health rest at Hot Springs, Va.

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The Chamber of Commerce proposes to feed 1,500 Belgian orphaned children for 6 months.

* * *

Since the Commercial Exchange has abandoned the old relay system via New York City of obtaining the latest Chicago market reports, and now has a direct wire communication on grain and provisions with the Board of Trade in that city, the brokers and dealers on the grain floor maintain that it has proved of great advantage to the general trade here.

* * *

President Louis G. Graff, and former presidents James L. King and Sam'l L. McKnight, with 34 members of the Commercial Exchange, contributed \$214 toward the purchase of the gold mounted

sword presented to Marshal Joffre in front of the Statue of Joan of Arc near the entrance to Fairmount Park during a portion of the reception exercises planned by the city for the veteran Field Marshal.

* * *

William H. Donahue, the flour and grain dealer of 407 Noble street, now retired, has placed three of his sons in the Naval Reserve, Walter, William and Raymond, and Francis, a 11-year old brother, is trying to engage as a bold drummer boy. Julien E. Du Puy made application for a prominent naval position, he being a well-known broker here. And Howard, the oldest son of "Billy" Brazier, the veteran grain man, is booked for an officer's rank. There are many others on the grain floor who are willing to go.

DULUTH

S. J. SCHULTE - CORRESPONDENT

ON May 1, H. E. Emerson, who was for 12 years chief deputy state grain inspector at Duluth, and for the last 2 years chief state grain inspector, with headquarters at Minneapolis, resigned his office to accept a position as cash buyer with A. D. Thomson & Co. here. He was warmly welcomed by a wide circle of friends on his return to Duluth.

A. D. Thomson & Co. are the lessees of the Great Northern Elevator Company's system of houses here, the capacity of which is now being enlarged through the erection this season of a 3,500,000-bushel addition. The engaging of Mr. Emerson as a grain expert by the lessees was prompted by the belief that in the event of the present season being a normal one in point of weather, the flow of grain this way next fall will be in record proportions, especially in view of the development of the territory in Minnesota, North Dakota and Montana tributary to the Great Northern Railroad, and the larger acreage seeded this spring.

In announcing Mr. Emerson's resignation as chief inspector, members of the Minnesota Railroad and Warehouse Commission said it had no relation to the unsuccessful movement at the last session of the Minnesota Legislature to divorce the Grain Inspection Department from the Commission. C. H. Tunnell, chief grain inspector at Minneapolis, has been promoted to the vacancy and Richard Gibbs has been advanced to Mr. Tunnell's position.

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The only change in the staff at the Duluth State Inspection office, headed by C. F. Maxfield, was the resignation of E. H. Conkey to accept a position with the Hallett & Carey Company of Duluth. Mr. Maxfield has not as yet announced an appointment to the vacancy.

* * *

R. H. Adams of New York, general manager of the American Linseed Company, was a recent visitor on the Duluth Board of Trade. He said that the activity in the linseed market and the advancing price tendency that has been in evidence for some time, is attributable to the improved demand for linseed oil, the light current receipts, the small stocks still being carried in the country and the elimination of receipts from Argentina. "In view of present trade conditions, I have given up making any predictions regarding linseed oil prices," declared Mr. Adams.

* * *

An aggregate of from 75 to 100 cars of Canadian grain is still being received at Duluth elevators in spite of the fact that new routings this way were shut off some time ago. The bulk of the wheat included in this grain was off-grade when it was shipped and as much of it has been on the route for weeks, it was in bad shape when it finally arrived at the elevators. Said E. N. Bradley, secretary of the Globe Elevator Company, in that connection: "Dealers over the Canadian West made a practice

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of shipping only the poorer grain down here in order to get it marketed as soon as possible to avoid further deterioration. Considering the condition in which a large proportion of it arrived, I think that the elevators have made a good record in handling it, and getting fair returns for shippers."

* * *

Julius H. Barnes, of the Barnes-Ames Company here, and E. P. Wells of Minneapolis, have been appointed members of a committee of seven representatives of the grain exchanges of the country to co-operate with the Council of National Defense. Purchasing grain for the Federal Government without charging commissions, giving full use of the Exchanges in making purchases for the Allies, fixing standards, solving milling difficulties and participating in price fixing, if deemed necessary, are among the things the Exchanges will do.

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Walter Poehler of Minneapolis was a visitor in Duluth this week to assist in supervising the shipping out of grain by his house to the lower lake ports at the opening of navigation.

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Speculators were not to blame for the recent advance in the quotations of the May future at Winnipeg to \$3.05, in the opinion of Thomas Brodie and R. T. Evans, members of the Winnipeg Grain Exchange Censor Committee, who were visitors in Duluth this week. They attributed the congestion in that future as having been brought about largely through efforts to remove hedges. Unsettling in the grain trade was brought about at Winnipeg in a great measure through the delayed opening of navigation this season and the congestion at the Fort William and Fort Arthur elevators. In consequence it was to some extent found necessary to hold grain in cars over a considerable period and much of it deteriorated in grading in the interval. What would have been contract wheat had it been promptly handled, became tough in transit. That was quite a factor in bringing about the congestion in the May future. Serious losses are reported to have been entailed by many operators through being compelled to accept lower grading at the terminals for grain that was all right at the shipping point.

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The vessel rate on grain for Buffalo delivery started in this season at 5½ cents, with a heavy demand for tonnage. It is expected by vesselmen that a 6-cent rate will be reached in view of the anxiety of the trade to get grain away as rapidly as possible in order to relieve banking congestion at this end, brought about through carrying large stocks over at the present high figures. Some of the elevator operators are counting upon their houses being cleared out within the next 10 days and it is believed that the tonnage carried over the end of May will be light. When the season of navigation opened the volume of all grains in the elevators was reported at 21,500,000 bushels.

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Duluth dealers have been putting through a heavy trade in oats and other coarse grains during the last 10 days. The call from the East has been heavy, and in view of the quantities accumulated at lower figures, it is said that some good profits have been pulled down. "We have been doing a nice trade through our Eastern connections," said R. M. White of the White Grain Company. He intimated that shipments are now going forward by the lake route that should have been made all-rail two months ago, but were held back owing to inability to obtain cars. A similar situation was reported by Randall, Gee & Mitchell.

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The first steamers from the lower lakes for the season arrived at Duluth harbor on May 1, but after 17 had come in on that day and on the following day, and several had cleared with grain cargoes, navigation was obstructed for three days through the ice closing up. As sellers have 10 days after the opening of navigation for deliveries under grain contracts, the directors of the Duluth Board of Trade set the official opening ahead the three days to make up for the period during which the down-bound wheat was blocked. This is the first time in 10 years that such action became necessary.

A new high record price was set in cash wheat on the Board of Trade on May 8 when two cars of No. 1 Northern were sold to arrive at \$3.07½ per bushel. The grain was in transit from Greenfield, N. B., consigned to the VanDusen-Harrington Company. It was sold to the Cargill Grain Company at 3c over the May price. Upon the same date a month ago, No. 1 Northern wheat sold on the Duluth market at \$2.15¼. This has been a season of market records, so that traders are prepared for almost anything.



KANSAS CITY had fireworks, too, in wheat during April. May wheat skyrocketed to \$2.89½, the high mark, at the last of the month; but cash prices were far ahead of the speculative level, indicating the real value placed on the commodity. No. 2 hard sold in Kansas City at \$3.15, and the general advance for cash wheat during the month had been nearly a dollar. The receipts for April were the largest for ten years except last year, totaling 2,791,800 bushels, and the stocks in elevators decreased 2,412,139 bushels in the month. May started off with a few more advances in prices, May wheat going to \$3 May 8, when No. 2 hard sold up to \$3.13, and soft as high as \$3.05; being quoted nominally up to \$3.12. A car of No. 2 hard was sold on the Topeka Board of Trade at \$3.20. Corn prices also rose piously, hitting new high spots, while the receipts were a million bushels below the arrivals of April, 1916, and the stocks, decreasing 29,975 bushels, are, at 265,571 bushels, the lowest ever recorded here. Oats receipts were a record in volume for an April, the market was strong, and stocks decreased more than 500,000 bushels and are now under 1,000,000 bushels.

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R. E. Corbin, son of F. M. Corbin of B. C. Christopher & Co., has volunteered, and will go to Ft. Riley to train, and will probably be a second lieutenant in cavalry. Frank Fleming, traveling for the same firm, has also volunteered, and others from the organization are ready to go without being called.

* * *

W. T. Kemper, who will always be remembered as a grain man, who has been acting as receiver for the Kansas-Oklahoma division of the Orient Railroad, was recently elected president of the road, succeeding E. Dickinson, who resigned.

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H. J. Dittenbaugh assisted in the introduction of the subject of a fund of \$5,000,000 to carry Y. M. C. A. work on in the armies of this country and abroad, at the Board of Trade recently, one of the other speakers being the Rev. Burris A. Jenkins, who is about to take up such work in Europe.

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W. C. Goffe of Goffe & Carkener has returned from a trip to California.

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The Kansas City Board of Trade at an informal gathering, adopted the following resolution with respect to the chance to conserve food supplies by eliminating wheat use for alcoholic beverages:

Whereas, approximately 100,000,000 bushels of cereals are used annually for the manufacture of alcohol, thereby diverting the grain from use as a food product that is of inestimable value to a use which has proved to be of incalculable detriment to the people now engaged in war, therefore be it

Resolved, that we urgently request congress to enact legislation, as a war measure, which shall prohibit the use of cereals for the purpose of manufacturing alcoholic beverages.

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The problem of men to handle tractors, and trucks, both for the army and the farms, has been worrying some Kansas Citians. It is being solved, however, by the Tractor Club, and by the automo-

bile training schools. The club has already listed several hundred men who are available to go anywhere to operate tractors, or to act as repair men in districts. One of the largest tractor manufacturers has already made arrangements with an automobile training school for the distribution of repair men to strategic points, so that the tractors can be kept in running condition. It is realized that a truck in the war will take two or three times as many men to handle as a truck in peace—for it will have to work day and night, and there must be reserve. The tractors in the fields, too, will probably have to work at night, which will require extra men. Many tractors are so easy to operate that any farmer, even the farmer's daughter, might run them in a pinch; but the crucial problem of having experts handy to make repairs, or adjustments, is more important, and is being solved.

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E. O. Moffatt of the Moffatt Commission Company has returned from his long stay in Pacific Ocean countries, his itinerary including Japan and Hawaii.

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There seems a prospect in the Kansas City territory that feed crops will be unusually large this year, which will reduce the strain on the grain crop. The acreage of sugar beets is 25 per cent larger than last year, it is said, which will mean a great increase in use of the crop's byproducts for cattle feeding. Nebraska cattle feeders have been buying on the Kansas City market, anticipating a large corn and feed crop in their country. A cattle operator who was one of the largest handlers of cattle on Osage pastures 15 years ago, is going back into that game this year. Feeding experts are urging the larger use of damaged hay and wheat straw for feeding cattle.

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Strandberg, McGreevy & Co., stock and grain brokers, have opened now offices on the second floor of the Elmhurst Building, adjoining the quarters of the New Kansas City Stock Exchange.

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O. A. Severance, Guy A. Moore and A. L. Ernst constitute the committee from the Kansas City grain men, who will arrange entertainment for the Kansas Grain Dealers' Association in their annual meeting to be held in Kansas City May 29 to 31.

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Robert D. Jarboe, who was a Missouri miller before going to the Pacific coast many years ago, has been in Kansas City since April 1, familiarizing himself with the work of the Federal grain inspection supervision here. It is said that he will probably be assigned to the supervision at Portland, Ore., since he is fond of living in the Far West. It is also said that he had the chance to succeed E. L. Morris as supervisor at Kansas City, but preferred the Coast. Mr. Morris, it is understood, will probably be advanced to a more important post, in charge of a division.

* * *

The Kansas City Grain Club held its first spring meeting the evening of April 24, in the large dining room of the Kansas City Club. There were 50 present, and with an extraordinarily good meal, music both instrumental and vocal, and good feeling generally, the evening was well spent. The club discussed informally the question of raising commissions on cash grain sales. Two new members were elected, Harry J. Smith of the Lonsdale Grain Company, and Ed. L. Foulke of the Fowler Commission Company.

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The Kansas City Board of Trade has adopted a resolution for increased commission charges for handling cash grain, and a vote will be taken by the membership May 19. The present rates are—on wheat, ¾ cent on corn, ½ cent on oats. The proposed rates are:

Wheat, 1 per cent of selling price; maximum, 2 cents a bushel; minimum, 1 cent. Rye, barley, ear corn and snapped corn, 1 per cent of selling price; maximum, 1½ cents a bushel; minimum, 1 cent. Shelled corn, 1 per cent of selling price; maximum, 1 cent a bushel; minimum, ¾ cent. Oats, 1 per cent of selling price; maximum, 1 cent a bushel; minimum, ½ cent. Kafir, milo and feterita, 1 per cent of sell-

ing price; maximum, 3 cents per 100 pounds; minimum, 2 cents. Flaxseed, 1 per cent of selling price; other seeds, 1½ per cent. Alfalfa meal, 50 cents per ton. Millfeeds, \$5 per car.

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H. A. Fowler, son of H. T. Fowler of the Fowler Commission Company, will probably be called out soon; he is a wireless telegrapher with the signal corps, having recently joined.

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G. S. Carkener, president of the Board of Trade, recently made a trip to Princeton, N. J., to visit his son, Stuart Carkener, a student at Princeton, who has joined the American Ambulance Corps, and will soon go to France.

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J. A. Brubaker of J. A. Brubaker & Co., hay dealers in Kansas City, is the active secretary—really the manager—of the "Boy to the Farm" movement started by the Rotary Club of Kansas City. Mr. Brubaker has secured the enlistment of some 100 boys who will serve their country by assisting in agricultural production. He started the movement with a large meeting at an uptown church, in which he was assisted by many prominent business men, Rotarians.

* * *

The hay market in Kansas City absorbed some of the rising spirits of the grain market last month, and hit new records in many places. Advances on some of the big days were as much as \$3.50.



CROP conditions as reported in Wisconsin are exceptionally good. The spring planting done in the state by May 1 was 50 per cent compared with 43 per cent a year ago, when there was an exceptionally cold, backward spring. The 10-year average of spring planting done by May 1 shows 54 per cent, so that the present total is less than the average.

Rye, one of the important crops of the state, is showing favorably with an estimated crop at the opening of the month of 7,300,000 bushels, compared to a final estimate last year of about 6,000,000 bushels.

The May forecast for winter wheat also appears to be favorable for Wisconsin, with an estimate of 2,000,000 bushels in round numbers, compared with 1,530,000 bushels as the final yield reported a year ago. The average yield of wheat for 5 years has been in the neighborhood of 1,700,000 bushels.

Prices on Wisconsin farms are high, the rate for corn being \$1.36, compared to 74 cents in May last year. The farm price of oats is 69 cents, compared to 43 cents in May last year. Wheat is \$2.25, compared with \$1.07 a year ago. Hay is \$14.60 a ton compared with \$12 a ton a year ago.

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Herman Bleyer, secretary of the Milwaukee Harbor Commission, has given out figures showing how this harbor ranks in tonnage compared with other Great Lake ports. During 1916 the number of ships that arrived and departed at Milwaukee was exceeded by only one lake port—that of Cleveland. The value of Milwaukee's tonnage during 1916 was exceeded by only one city—Buffalo, which stood at the head of the list. Mr. Bleyer prophesies that Milwaukee and all the lake harbors will be receiving ocean freight as soon as the canals are completed. He emphasizes the great importance of having a deep water harbor in Milwaukee.

* * *

Walter Stern, prominent Milwaukee miller, who has just returned from a conference at Washington said he was much impressed by the almost unanimous patriotic spirit shown there by members of Congress and officials, party lines for the time being having fallen. Mr. Stern declared that the millers who conferred there came to the conclusion that the unparalleled high prices of flour and wheat

have been due largely to three causes: The hysterical and entirely unjustified excessive buying of goods by consumers; the lack of proper transportation facilities and the manner in which the Allies have been buying their flour and grain here.

"All the millers agree," said Mr. Stern, "that there are sufficient stocks of wheat and flour on hand for the entire country and for the allies as well, and that there is no need for the alarm that there will not be enough food to hold out until the next harvest comes.

"It is most unpatriotic to buy beyond present needs and requirements and this has been a great factor in driving up the price of these commodities. Our country is so rich in food resources that there is not the slightest danger that the people cannot be fed."

Mr. Stern asserts that crop prospects, as far as they can be judged at the present time, are favorable, more especially in the Northwest. He also declared that the Government is doing everything in its power to improve transportation facilities, the very wisest and the most experienced men being drawn into counsel in all lines, who will not make radical departures in policy unless they are backed by the very best judgment.

* * *

The Interstate Commerce Commission has sustained the advantage which Milwaukee, Manitowoc and Kewaunee enjoy over Chicago by reason of the fact that the rates, domestic and export, on grain and grain products from Chicago to points in trunk line territory east of the Niagara frontier are higher by 1 cent per 100 pounds than rates contemporaneously in effect by break-bulk routes from Milwaukee, Manitowoc and Kewaunee. Complaint that the difference was unjust was filed by the Chicago Board of Trade. The Milwaukee Chamber of Commerce opposed any alteration in the present arrangement which the Commission now finds to be fair.

* * *

Milwaukee shippers seem to be divided on the question of increasing freight rates 15 per cent and it is quite possible that no concerted expression will be given from this city before the Interstate Commerce Commission. Members of the Merchants' and Manufacturers' Association are divided, some favoring the increase, some favoring a partial increase, and others flatly opposing it. The Chamber of Commerce through its traffic expert, George A. Schroeder, has manifested some sentiment in favor of the freight raise on the condition that the rates be not kept up after normal traffic conditions are restored. Grain men feel that higher rates are demanded so that railroad service can be put on a better basis, that being the desire of the grain men rather than the lowest rates possible.

* * *

The Chamber of Commerce of Milwaukee has approved some of the suggestions of the Chamber of Commerce of the United States as contained in the last referendum proposal. Some modifications however were also made. The Board of Directors of the local Chamber voted for the proposed increase of \$400,000,000 in income taxes for war purposes. They also approved the \$200,000,000 to be raised from the excess profits tax. The plan to double first class postage rates and raise \$100,000,000 a year was also advocated. Stamp taxes to raise \$250,000,000 annually were also proposed. Customs duties to raise \$100,000,000 more per year were also suggested. The Chamber directors also voted for \$500,000,000 in excise taxes on luxuries. The Chamber went on record against retroactive taxes and it was also proposed that second class mail rates be raised only as much as is necessary to pay for this class of business.

* * *

The Chamber of Commerce is considering tax problems in Wisconsin with considerable interest in connection with the Merchants' and Manufacturers' Association. It has been proposed in the Wisconsin Legislature to double the present state income tax because of expected increases in expenses during the war. Business men and especially grain men present the argument that the Federal Government is paying all war expenses and that the plan

to double the income tax for war is ridiculous. The bill has passed one house of the Wisconsin Legislature.

* * *

W. M. Bell and P. P. Donahue, well known grain men, were delegated by the Chamber of Commerce to meet with the Council of Defense at Washington to consider relief for the car situation. Grain men have complained of inability to get cars to ship corn especially and they have been notified to confer with the National Council of Defense, as this body is wholly in charge of the car situation in this country at the present time. Plans were made at Washington to move the new grain crop as promptly as possible.

* * *

The Chamber of Commerce engaged an expert scale adjuster, J. J. Cunningham of New Jersey, for testing and adjusting of scales under the supervision of the Weighing Department of the Chamber.

* * *

F. F. Clapp, chief weigher of the Chamber of Commerce for 20 years, resigned and was succeeded by M. H. Ladd who has been assistant weigher for 7 years.

* * *

An honorary council composed of the past presidents of the Chamber of Commerce has been formed during the regime of President H. W. Ladish, which will meet regularly and act in an advisory capacity in solving the problems of the Chamber of Commerce. The members of this board are Charles Ray, Charles Eliot, Cassius M. Paine, Sidney G. Courteen, Wallace M. Bell, Edward J. Furlong, W. P. Bishop, P. P. Donahue, James A. Mander and Charles A. Krause.

* * *

Among the new members elected recently to the Chamber of Commerce are George J. Cahill, Frank O. Lenoir and Alfred H. Trettin.

* * *

The Taylor & Bournique Company was the first in the field with lake shipments of grain from Milwaukee. The company had a number of vessels loaded which left for Eastern points just as soon as navigation was permissible. These ships were the *Frances Widlar* and the *Australia* with corn and the *Presque Isle* with oats. The *Manchester* was also one of the first vessels to leave with a capacity for 140,000 bushels of oats.

* * *

H. M. Stratton and Hugo Stolley were named by President H. W. Ladish as delegates from the Milwaukee Chamber of Commerce to the special meeting called by the National Council of Grain Exchanges at Washington, D. C., to consider ways and means of remedying the food and car situation.

* * *

Chief Inspector A. A. Breed, Milwaukee Chamber of Commerce, has taken over three more rooms and will add inspectors to the service to inspect grain under the new Federal plan. Corn has been subject to Federal grading for some time, said Mr. Breed, and wheat will be graded similarly by the inspectors who have passed the special examination for this position. About 10 inspectors were involved. Federal grading of barley, oats and rye will be taken up within a few months, according to Mr. Breed.

* * *

The Fifty-ninth Annual Report of the Milwaukee Chamber of Commerce is just off the press showing one of the most successful years in the history of the organization, although a large deficit in running expenses compelled the raising of the dues from \$35 to \$70 per year. The section of the report by the Traffic Bureau shows a large number of important rate matters handled by George A. Schroeder. During the year, the report shows the death of a large number of members including Thomas Hanson, Ernst Hottelet, George H. Shepard, Herman S. Mack, F. H. Magdeburg, Charles W. Norris, Walter L. Kassuba, Alfred Ballantine, A. J. W. Pierce and H. E. Southwell.

* * *

Grain in store at Milwaukee on May 5 was 478,000 bushels of wheat, 26,000 bushels of corn, 510,000 bushels of oats, and 17,000 bushels of rye. Heavy shipments of grain East by boat and by cars have

materially relieved the former condition of congestion in the Milwaukee elevators.

* * *

W. P. Bishop, veteran grain man of Milwaukee and head of the E. P. Bacon Company, is confined to his home because of illness. He has recently spent several months in the South to recover his health.

BUFFALO

ELMER M. HILL CORRESPONDENT

LARGE grain elevators along the waterfront have been operating almost continuously during the last three weeks in an effort to keep up with the steady inflow of grain from Lake Michigan and Lake Superior ports. Since the arrival of the vanguard of the big grain fleet almost 25,000,000 bushels of grain have passed through local elevators and a large part of this has been reshipped by rail to Atlantic seaboard points.

With the clearance of the first grain carrier from Chicago, members of the Buffalo Corn Exchange professed to see an early relief from the rail freight congestion west of Buffalo. During the first week of navigation upward of 15,000,000 bushels of grain were shipped from Lake Michigan ports to Buffalo and Port Colborne, Ont.

East of Buffalo there is a serious freight situation. Arrival of millions of bushels of grain from the West has made an abnormal demand for freight cars at Buffalo and, although there is a steady movement of grain toward Eastern markets, millions of bushels are being held in local elevators. Local grain shippers are decidedly outspoken in disapproval of the rule of the Interstate Commerce Commission which prohibits reloading of cars on other than their home roads.

"This rule is a grave error and seriously affects the grain situation," said one prominent grain merchant. "There is no good reason why shippers cannot load cars and send them East filled. As it is now hundreds of cars are hauled East empty."

George E. Pierce of the Monarch Elevator said that Buffalo is an important intermediate point in the grain movement and lack of sufficient cars at Buffalo cripples other markets.

* * *

The steamer *T. H. Wickwire* of Buffalo was the first ship to make a complete round trip on the lakes this season. The vessel, with Capt. James G. Herbert as skipper, cleared port April 24 for Fort William, loaded grain at the Canadian head of the lakes six days later and arrived in Buffalo May 7. On the up-bound trip the ship was delayed by ice off Buffalo and again at the Soo. There was practically no delay on the down-bound trip.

* * *

Grain carriers that can qualify by May 15 are in good demand in the Lake Superior trade but offerings of tonnage are light. Brokers are bidding 5½ cents but that rate has not brought out any large tonnage. Vesselmen are holding for 6 cents and there is a general impression that this will be the prevailing rate for the opening months of the season. It is not likely there will be much increase in the supply of tonnage until after the forepart of June, as owners are behind on their schedules because of the late start. Because of the heavy coal and ore movements and the attractive rates in these trades, many owners have withdrawn their boats from the grain carrying movement.

* * *

Marine insurance over the Great Lakes route as effecting grain carriers and other freight vessels went into effect April 15. Hull valuation and rates on various classes of insurance are about the same as last year but two important changes have been made in the post-season rules. One rule adds an extra day at three-fourths per cent increase in rate and the other allows a vessel to take on a cargo while on her way to the port where she lays up. Underwriters early in the season tried to raise the

hull valuation from \$51 a gross ton to \$60 because of the increased price of repairs and the inability to get hulls because of the congested condition at ship yards, but no agreement was reached.

* * *

Navigation over the Erie, Oswego, Champlain, Cayuga and Seneca Canals will be opened for the season at noon, May 15. The Black River Canal will not open until June 1. While the opening date is set for May 15, boats were admitted to the canals previous to that date at such points where physical conditions would permit the passage of boats and not interfere with work in progress.

* * *

Richard S. Patterson of Wilkes-Barre, Pa., a former grain and feed merchant, has lost his suit against the Buffalo Corn Exchange and a score of other grain dealers who were made defendants in an action started in United States District Court several years ago. Patterson brought suit under a section of the Sherman Law wherein he charged conspiracy in restraint of trade. The case was brought to trial in April, 1914, and he secured a verdict of \$2,000 before Federal Judge Hazel in Buffalo. On an appeal to the United States Circuit Court of Appeals, it was held that the lower court should have dismissed the complaint and a new trial was ordered. At a recent hearing before the Federal District Court, counsel for both sides agreed to stipulate all of the evidence at the first trial and then James McCormick Mitchell, of counsel for the Corn Exchange, moved for a verdict of no cause of action. The court granted the motion.

The case was one of the most unusual ever brought in western New York and attracted considerable attention in grain circles throughout the country. Patterson bought a car of grain through the exchange and when it arrived he refused payment on the ground that the grain was damaged. The Wilkes-Barre grain merchant then charged that he was blacklisted and was unable to buy grain and grain products in the Buffalo market.

* * *

At the urgent request of members of the Corn Exchange and elevator operators along the waterfront, Mayor Louis P. Fuhrmann telegraphed an appeal to the Governor of New York early in May for military protection for grain elevators. R. E. Pratt and Frank F. Henry, representing the grain and milling interests, told the city authorities that more than 200,000,000 bushels of grain will be handled through local elevators this season and that the daily output of the flour and cereal mills is in excess of 50,000 barrels. National Guard units are now patrolling the waterfront in the vicinity of the grain elevators and large flour mills.

* * *

Plans to continue the Grain Clearance Corporation during the coming season was discussed at a joint meeting in Buffalo of special committees representing the Lake Carriers' Association, the Dominion Marine Association and the Great Lakes Transit Corporation of Buffalo. There was a general discussion of matters affecting the policy and management of the corporation, but beyond getting the views of the co-operating agencies, nothing was done. Another conference will be held at which time a definite arrangement will be made by which the organization may go on and continue business during the 1917 season. It was the general opinion among the grain and vessel interests who attended the conference that the Grain Clearance Corporation is a necessity and should be continued on an equitable basis so as to permit it to operate throughout the season without losing money. At the close of the last two seasons the corporation had a large deficit and, according to members of the corporation, the organization cannot continue unless better arrangements are made for the present season. The corporation has the support of the Lake Carriers' Association and other vessel and grain interests. Canadian representatives who attended the conference agreed that the Grain Clearance Corporation was essential to the successful handling of the immense quantity of grain that comes down the lakes to Buffalo and they expressed the opinion that the Dominion Marine Association would be willing to concur in any action taken by the Lake Carriers' Association.

Those who appeared for the Grain Clearance Corporation were Archie Thompson, president; C. H. Williamson, manager; James A. Stevenson, secretary, and Harvey L. Brown, general counsel.

* * *

Grain storage facilities at the port of Erie, Pa., are badly crippled by the loss of Elevator "A" of the Great Lakes Transit Corporation of Buffalo, which was destroyed by fire on the night of April 25. More than 200,000 bushels of wheat in storage was burned so that officials of the company estimate the loss in excess of \$600,000. The structure was the last of three grain elevators in Erie, Pa., built by the old Western Transit Company, the other two having been destroyed by fire more than a year ago with a loss estimated at \$800,000. Officials of the company say the fire started from an overheated pulley. All of the grain was consigned to the Allies. The burned elevator was of wooden construction and was built a number of years ago. No plans have been made for replacing the burned structure.

* * *

Individual members of the Buffalo Corn Exchange have pledged their support to the movement of the Buffalo Chamber of Commerce for higher freight rates. The directors of the Chamber have adopted a resolution approving a reasonable freight rate increase as just and equitable. Similar action has been taken by other local business and civic organizations.

CINCINNATI

K. C. GRAIN - - CORRESPONDENT

THE Grain and Hay Exchange of the Chamber of Commerce, as a means of bringing the food problem before the public in every possible manner, has had distributed to 10,000 shippers a circular letter urging discussion of the matter of increased food production. The members feel their responsibility as a part of the distributing machinery of the grain business, and intend to do all in their power to arouse producers and grain men in the territory around Cincinnati to the necessity of increased production, including greater care in planting, caring for and harvesting the grain crops. The use of advertising space is being considered, in this connection, and lecturers may also be sent out. Many of the members of the Exchange have pledged themselves to cultivate ground at or near their residences.

* * *

At the recent meeting of the Grain and Hay Exchange, one of the principal subjects of discussion was the highly successful operation of the "plugging" system of inspecting hay. It was declared that shippers have been so well satisfied with the system that carload shipments of hay to Cincinnati have increased enormously, and that many shippers have been brought back to the Cincinnati market who for some time had been shipping elsewhere, on account of the controversies and dissatisfaction growing out of the former methods of inspection. During one recent week over 500 carloads of hay were received in Cincinnati, causing a congestion which made a temporary embargo necessary. It is believed that adequate measures to take care of shipments of virtually any volume have now been taken, however, and the city's status as a hay market seems to be firmly established.

* * *

A striking instance of the value of selective conscription, as distinguished from an indiscriminate draft of all men of a given age, is given by the case of the Early & Daniel Company of Cincinnati, and its associates in the Mutual Commission Company of Cincinnati, which has been handling large Government forage contracts very successfully, although at some risk of heavy loss. Messrs. Robert L. Early, W. A. Daniel, D. W. Hopkins and Frank J. Pulsford, constituting the company mentioned, asked the Ohio

Senators whether they should volunteer or continue their important work as Government purveyors of badly-needed grain and forage, to the amount of 25 carloads a day. This was before the conscription bill was passed, and illustrates the reason why discrimination should be used, as "the army behind the army" is recognized by experts as being quite as important as the men at the front.

* * *

Luke W. Smith, vice-president of the Cincinnati Chamber of Commerce, recently entertained two dozen members of the Exchange at an informal luncheon in the new committee lunch room of the Chamber.

* * *

The A. C. Gale Grain Company, which was reorganized a few months ago, with a capital stock of \$10,000, has filed amended articles of incorporation, increasing its capital stock to \$50,000. The company has been placed on a sound footing, and has been very successful since its reorganization, and the increased capitalization is one of the necessities of its larger business.

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G. A. Collier & Co., grain and hay commission merchants, are new members of the Grain and Hay Exchange.

* * *

Alfred Gowling, F. E. Fleming, John Collins, E. A. Fitzgerald and W. C. Calkins, executive secretary of the Chamber of Commerce, represented Cincinnati at the twenty-fourth annual convention of the Illinois Grain Dealers Association, held at Springfield, Ill., May 11 and 12.

* * *

Guy M. Freer, traffic manager of the Chamber of Commerce, attended a conference held at Washington on May 1, as a representative of the grain trade of Cincinnati, to consider means of obtaining relief from the present car shortage, especially in its effect on the grain trade. The conference was that called by the Car Service Committee of the Council of National Defense with the Grain Dealers' National Association, and some practical solution of the grave transportation situation may be looked for as a result.

* * *

A hearing was held in Cincinnati by an examiner of the Interstate Commerce Commission of the complaint of the Old Vincennes Distilling Company, of Vincennes, Ind., against the B. & O., involving the validity of rates on shelled corn from Illinois points to Vincennes. The distillery company takes the ground that the rates, which were adopted in June, 1914, are excessive, and should be reduced to those formerly prevailing.

* * *

The suggestion that in order to divert from the liquor industry the grain it consumes, for use in food products, has created a considerable amount of heated discussion in this section and Kentucky, where the distilling and brewing industries are a large business factor. Figures quoted to the effect that 100,000,000 bushels of corn and barley are used annually are denied as much in excess of the actual amount of grain used, and it has also been suggested that, as there are 232,400,000 gallons of distilled spirits in storage, there is no need of prohibition to cut off the manufacturing of liquor, as the market situation will take care of that. It is also pointed out that most of the grain now being used by distillers is for the production of alcohol, an indispensable necessity in the manufacture of many kinds of munitions.

* * *

At a meeting held recently at Columbus of the Executive Committee of the Ohio State Grange, a statement was issued expressing the sense of the meeting as demanding the elimination of the use of grain in the manufacture of liquor, the elimination of speculation in food products, the exemption of farm labor from conscription, and other measures to insure a better production and distribution of food products. The high cost of seeds and supplies, inability to secure prompt shipments of fertilizers and implements, and the increasing shortage of farm labor, were pointed out as among the chief obstacles to increased production.

NEW YORK

C. K. TRAFTON - - CORRESPONDENT

MANY of the well-known members of the grain trade gave a concrete and convincing demonstration of their patriotism and preparedness, by taking part in the parade of the Home Defense League, which was held in connection with the regular Police Parade on May 5. This League, which was inaugurated as an auxiliary of the city's Police Department, now boasts a membership of fully 15,000, and more than half of that number turned out for the review by Mayor Mitchell, the Police Commissioner, and various army officers. A decidedly gratifying impression was made by the New York Produce Exchange Unit, numbering about two hundred men, divided into four companies under the command of Major Herbert L. Bodman of the old grain house of Milmine, Bodman & Co.

The company officers were as follows: Company A: Captain Oscar Lefferts and Lieutenants George A. Zabriskie of the Pillsbury Flour Mills Company, and L. E. Broenniman of the E. G. Broenniman Company, flour distributors. Company B: Captain Elliot T. Barrows of Lambert & Barrows, freight brokers, an ex-president of the Exchange; Lieutenants Harry J. Greenbank of Bogert & Greenbank, flour receivers, and D. C. Link, provision dealer. Company C: Captain M. Mackey; Lieutenants T. Harry Story, grain broker, Louis G. Levenich of Shaw & Truesdell, grain and feed merchants. Company D: Captain Robert E. Annin, an ex-vice-president of the Exchange; Lieutenants Walter Moore of Lunham & Moore, freight brokers, and A. S. Leo, flour receiver. Wm. B. Orr of Munn & Jenkins, freight brokers, is Adjutant.

The following well-known members of the grain trade are among the men enlisted: Wm. J. Brainard of the Brainard Commission Company; Wm. Beatty of the Barnes-Ames Company; C. Clausen of Lewis, Proctor & Co.; J. W. Danforth of Simpson, Hendee & Co.; A. Montgomery, Jr., of Maguire & Jenkins; Harry L. Day; Samuel F. Engs; W. R. Jenkins of Maguire & Jenkins; L. W. Forbell; Paul Goldstein of the Keusch Grain Company; Guy Hamilton of Bartlett, Frazier Company; Stephen J. Hill, Jr., of Power, Son & Co.; N. H. Jewell of the Hecker-Jones-Jewell Milling Company; Wm. H. Kipp; B. V. McKinney of the Nye-Jenks Grain Company; L. A. Morey; W. E. Pritchard of Pritchard & Co.; Charles C. Ramey; James Simpson of Simpson, Hendee & Co.; Walter W. Travis of Wright S. Travis, Inc.; E. A. Weed of Nye-Jenks Grain Company; Harry B. Watson of the Bolle-Watson Company, Inc.

The many friends of Major Bodman were interested to learn that he had been selected as a member of the Officers' Reserve Corps, and would go to the training camp at Plattsburg, N. Y.

* * *

Joseph P. Griffin, president of the Chicago Board of Trade, was a visitor recently on the floor of the New York Produce Exchange and received a cordial welcome from his many friends and associates in the grain trade.

* * *

Harry B. Watson, who has been engaged in the grain business on the New York Produce Exchange for several years, has announced that he will cease to do business under his own name and will hereafter act as president and general manager for the Bolle-Watson Company, Inc., which was recently incorporated with a capital of \$150,000.

* * *

The Nominating Committee of the Produce Exchange has selected the following as the "Regular Ticket" of officers and managers to be voted on at the annual election in June: President, Richard A. Claybrook of the Eagle Roller Mills Company; vice-president, Edward Flash, Jr., cottonseed products; treasurer, Edward R. Carhart of the Battery

Park National Bank. For Board of Managers to serve two years: Lyndon Arnold, Edwin R. Freeman, flour; L. W. Forbell of L. W. Forbell & Co., grain brokers; George W. Blanchard of the North American Grain Company, Inc.; W. A. Johns of Swift & Co., Inc., packers; J. B. Smull, shipping. For Trustee of Gratuity Fund for three years: John V. Jewell, grain and hay.

* * *

The Committee on Admissions of the Produce Exchange has acted favorably upon the following applications for membership:

Fred C. Sawyer of Simons, Day & Co.; Wilfred F. Rosar of the Melady Grain Company; George T. Lulie of the Grain Growers' Export Company, Ltd.

* * *

There has been much complaint for a long time in practically all lines of business because of the unsatisfactory traffic conditions, the great congestion, and the serious delays in moving goods from one place to another, but it is the unanimous verdict on the New York Produce Exchange that the prize for the longest delay on record must be awarded to the West Shore Railroad. Among the daily arrivals at that road's New York yards a few days ago, according to the Produce Exchange report, were 350 sacks of flour consigned to Wells Finch. Inasmuch as Mr. Finch passed away about 20 years ago it would seem as though this consignment had been pretty thoroughly tied up on some side-track. Of course, it was plainly evident that some clerical error was at the bottom of the whole affair, but some of the wags suggested that now one could breathe freely as it was plainly evident that the congestion was about over. As far as the writer is aware, the longest delay in transit of which there is any authentic record, was that reported some years ago by the late W. E. Webster, who had a car of flour missing for about two years, which was afterwards found on a side-track in Vermont and, strange to say, the flour was in exceedingly good condition considering the time elapsed, there being only a small portion slightly damaged where there was an insignificant leak.

* * *

Wm. H. Martin, once an active member of the local grain trade, but now a prominent trader on the Chicago Board of Trade, was on 'Change for a short time recently, and was cordially received by his old friends and associates, who were highly pleased to learn that he had been successful in the grain markets, especially in corn. He had been fortunate enough to buy freely several months ago when prices were much lower, and had had the good sense to accept reasonable profits, not displaying any tendency to hoggishness.

ST. LOUIS

R. O. JOHNSON - - CORRESPONDENT

RECEIPTS of wheat in the St. Louis market have been moderately large for this season, as the trade expected a lighter movement on the end of the old crop year. Demand has been more than sufficient to absorb all offers, however, and cash grain handlers have experienced a satisfactory business. With best grades of No. 2 hard and soft wheat selling at \$3.30 to \$3.35 the speculative trade is following the price movement of the options with interest, as such conditions as confront the speculative markets have never prevailed before. The July option, quoted about \$2.45, is so much cheaper than the cash wheat, and represents such an unusual discount in the buyer's favor, that the trade generally believes that even with the May option out of the way an adjustment of values upward for the later option will be inevitable, regardless of the present high level of values, as indications now are that the winter wheat harvest will be late, and offers of new crop wheat are likely to be very light by the end of July.

Farmers have been taught such conservatism in marketing their wheat at other than attractive prices, that it is generally thought that excessive premiums will have to be offered for much of the new wheat to make holders part with it. When it is taken into consideration that the winter wheat crop promises only 366,000,000 bushels, compared with 430,000,000 bushels estimated a month ago, and 481,000,000 bushels the harvest of last year, it is apparent that wheat will be held back by farmers for continued good prices until the size of the spring wheat crop indicates definitely what the total harvest is to be, and what the Canadian harvest promises for the next year.

The submarine enters so largely into the market equation, however, that bear traders assert outlook might be changed over night, should a way suddenly be found to prevent the enormous loss of tonnage in food supplies now going on. Bears assert that it is fear of what submarine losses may mean to world's conditions later on, that is largely responsible for the excessive demands from foreign buyers now, and that should this menace be removed holders of grain, in the face of the new crop, will market their supplies freely.

Best bearish opinion is, therefore, that should official figures on tonnage sunk by submarines show a material falling off in the next 30 or 60 days, indicating that the plans now under consideration by the Government for meeting the submarine menace are a success, that a speculative adjustment of markets will be inevitable the world over, especially as it is generally believed that once Germany sees her submarine campaign cannot be successful, that an early peace will be demanded by the German people. For this and other reasons, especially with the high prices that prevail in advance of the new crop harvest, price movements on the exchange should prove highly interesting in the next few months.

* * *

Merchants' Exchange traders were surprised at the wide difference in the figures of the Missouri State report on wheat and the Government report. The former showed a condition for wheat on May 1, of 51.9 per cent compared with 59 a month ago, while the Government forecast was 64, and the crop indicated 19,323,000 bushels. The trade believes the state estimate was entirely too low, and only emphasizes the pessimistic forecast of many farmers and correspondents who have become so used to poor crop reports and conditions as to considerably bias their opinion at this time.

* * *

M. J. Sanders, president of the New Orleans Board of Trade, in St. Louis last week at the conference in the interests of river improvement and transportation, in an address to Merchants' Exchange members, asserted that it was absolutely necessary that freight lines be placed in operation on the Mississippi River to relieve congestion of shipping on the railroads. Mr. Sanders told of his first official visit to St. Louis years ago, when the plan for keeping open the mouth of the Mississippi River for shipping was being impressed on the Government.

He declared that St. Louis gave its hearty support to the movement for river betterment at that time, and declared that the same concerted effort should be made by all towns along the river now to improve and better shipping and transportation conditions at the earliest possible moment. The conference at its close here also authorized the organization of a \$2,000,000 barge line to operate between St. Louis and New Orleans, and a \$1,500,000 line to operate between St. Louis and St. Paul. James E. Smith of St. Louis, was elected president of the organization, and will name a committee to handle subscriptions for the stock.

* * *

A car of Western white wheat, containing 1,400 bushels, shipped two months ago to Fred L. Wallace, a St. Louis grain man, was delayed so long in transit, that when sold on the Merchants' Exchange recently the value had appreciated over \$1 per bushel from the time the car left the West. Just

\$1,400 was made by the shipper owing to present congested traffic conditions.

* * *

A proposition for the Merchants' Exchange to subscribe \$25,000 of its surplus to the new barge line to be operated between St. Louis and New Orleans, and which was to have been voted on by members, has been sidetracked until it is decided whether the Exchange under its charter can make such use of its funds. Secretary Eugene Smith says he thinks the Exchange can subscribe and that the proposition will be voted on favorably very shortly.

* * *

The new offices of E. Lowitz & Co., Chicago, recently opened on the ground floor of the Merchants' Exchange, are the most commodious in the building, and are under the management of B. J. McSorley, who has represented the firm here for several years. The company transacts a general stock and commission business. John Barrett the well-known Chicago trader is a member of the firm.

* * *

The changing of the name of Raymond-Pynchon & Co., of Chicago, to Pynchon & Co., has meant no change in the firm's St. Louis representative on the Merchant's Exchange. William T. Hillmer will continue as manager of the firm. He is exceedingly popular and, owing to his military training, is daily drilling a small troop of grain men on the Exchange floor.

* * *



ST. JOSEPH'S representatives at the hearing held in Washington by the Council of Grain Exchanges, were F. R. Warrick and John M. Flynn. Both of these men have returned and report that a great deal of interest was taken in the meetings and there is no question but that a great deal of good was accomplished for the grain trade.

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D. L. Boyer, secretary of the Missouri Grain Dealers' Association, has been confined to his home with a severe attack of the measles.

* * *

Fred Frederick of the Gregg Grain Company is taking a six weeks' vacation and expects to spend most of the time visiting in the East, particularly in Maryland, which is his home state.

* * *

A. J. Brunswig, Jr., of the A. J. Brunswig Grain Company, entered the officers' training camp at Fort Riley this week, being one of the first group to be called. Philip Brunswig, his younger brother, has enlisted in the National Guard.

* * *

New members of this Exchange are C. L. Scholl, grain buyer for the Aunt Jemima Mills, and William Hillix, president of the Excello Feed Milling Company. Mr. Scholl purchased the membership held by Charles G. Smith of the Miller-Stevenson Grain Company and Mr. Hillix takes the membership held by S. T. Wildbahn of his firm.

* * *

J. A. Gunnell of the firm of Gunnell & Gillett Grain Company has purchased the interest of W. H. Gillett in the firm and will continue the business. Mr. Gillett has not announced his plans but it is rumored that he will engage in the business for himself.

* * *

The Aunt Jemima Mills Company is taking no chances at the present time. A system of floor lighting has been installed around the entire mill and guards are on duty day and night.

* * *

John M. Flynn, secretary of the local Exchange, is the father of a fine baby boy, born April 16.

* * *

The proposition to increase the commission charges at this market has been referred to a com-

mittee to report on at the next meeting of the Board of Directors and it is expected that the matter will be voted on at an early date.

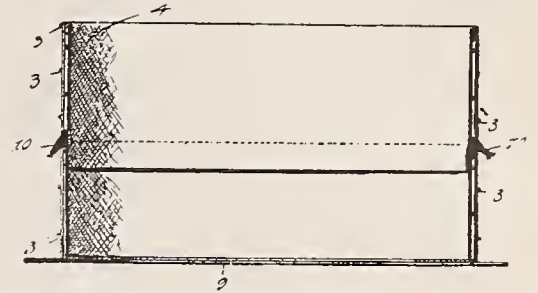
GRAIN TRADE PATENTS

Bearing Date of April 10, 1917

Seed Grader.—Grover C. Leach, Banks, Texas. Filed June 13, 1916. No. 1,222,111.

Grain Bin.—Daniel F. Beegle, Waitsburg, Wash. Filed April 14, 1916. No. 1,222,516. See cut.

Claim: A bin of the class described comprising a body formed of a plurality of superposed and flexible sections, each consisting of an outer shell and a lining



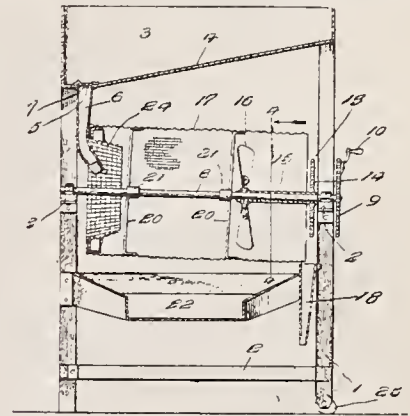
located on the inner side of the shell, and means for detachably connecting the sections to each other.

Bearing Date of April 17, 1917

Grain Sampling Device.—Conrad R. Bennett, Worcester, Mass. Filed September 25, 1913. No. 1,222,919.

Seed Cleaner.—George E. Wood, Albany, Ohio. Filed September 18, 1916. No. 1,223,014. See cut.

Claim: An apparatus for the purpose set forth comprising a foraminous separating cylinder, a conical screen disposed within the cylinder at the inlet



end of the same, means for feeding material onto the conical screen, a fan arranged within the cylinder to direct a blast of air through the inlet end of the cylinder and against the inclined walls of the conical screen, and means for rotating the cylinder and the fan.

Bearing Date of April 24, 1917

Grain Pan Screen.—David Ambler, Irma, Alberta, Canada. Filed March 17, 1916. No. 1,223,352.

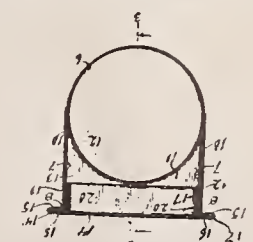
Bearing Date of May 1, 1917

End Gate for Grain Tank Wagons.—Peter Peterson, near Stavely, Alberta, Canada, assignor of one-half to William Muckenherr, Stavely, Alberta, Canada. Filed May 9, 1916. No. 1,224,319.

Machine for Separating Peas from Refuse.—Jesse R. Mero, Half Moon Bay, Cal., assignor of six-tenths to Jacob Blumlein, San Francisco, Cal. Filed April 13, 1915. No. 1,224,484.

Hand Hole Spout Tube.—Louis Burmeister, Milwaukee, Wis. Filed June 8, 1914. No. 1,224,135. See cut.

Claim: As a new article of manufacture a grain conveyor hand hole spout tube formed of sheet metal, comprising a tubular member having integral opposite side walls projecting medially therefrom, and walls connected to the side walls and to the tubular portions of said member to form a rectangular opening, a cover



for said opening having a cover portion which projects over and beyond the outer edges of the opening walls and having a rim portion which enters the opening and closely engages the walls bounding the opening, and a sealing means interposed between the cover rim and the opening walls.

Distributing Spout and Overflow Receiver.—Ralston M. Van Ness, Fairbury, Neb. Filed March 10, 1914. No. 1,224,241.

COMMUNICATED

BUILDING A NEW WAREHOUSE

Editor American Grain Trade:—Enclosed find money for one year's subscription to the "American Grain Trade." We are adding to our elevator here a warehouse, 70x96 feet, and coal bins to store 35 cars coal. Will install grain cleaning machinery and may add a meal and feed grinding plant. Crop prospects are good.—OTTO-JOHNSON MERCANTILE COMPANY, Texline, Texas.

NEW KANSAS ELEVATOR

Editor American Grain Trade:—I am enclosing check for your journal, the "American Grain Trade," one year. Am just starting to build a 9000-bushel iron-clad elevator at Cedar Point, Kan. I am owner and operator of the elevator here. The prospect for small grain in this territory is good, only a small percentage of wheat being plowed up. Corn is going in in fine shape, and just enough rain to make things grow.—J. L. WILKIN, Aulne, Kan.

MOBILIZING FOR AGRICULTURE

Editor American Grain Trade:—In the mountainous sections of West Virginia there is considerable corn raised and very little real money in circulation. Most of the corn is consumed in the immediate

ed with oats and corn. We have a large amount of oats sown and also have a large amount of corn that is being sown, and from prospects we will have a big crop. The grain and hay business has been on the decline on account of the scarcity of cars.—H. G. POLLOCK, Middle Point, Ohio.

CINCINNATI NOTES

Editor American Grain Trade:—On recommendation of the Grain and Hay Exchange, the Cincinnati Chamber of Commerce has adopted the following amendments to the Rules and Regulations:

In sales of carlots of grain to arrive, or loaded from an elevator or warehouse, a carload of wheat shall be 1,075 bushels; shelled corn, 1,100 bushels; ear corn, 800 bushels; oats, 1,600 bushels; rye, 1,100 bushels; barley, 1,250 bushels.

No carlot consignments of grain, grain products, hay or feed to be disposed of for the account of the shipper can be taken to account by the consignee, except he purchases same when offered at auction on the floor of the chamber. In case of consigned hay arriving on plug tracks which the receiver desires to take to account, same shall be auctioned at the plug track on date said hay is plugged.

As you know, this market has adopted the Kansas City Hay Plugging System on the Big Four Road. The Plugging System was started on January 22, 1917, on the Big Four as an experiment only. You will appreciate that it has been successful since the Exchange is now making every effort to have a special

bushel house in South Chicago and that we would not build another elevator without a thermometer system in the storage tanks, should surely convince your readers that we are more than satisfied with the installation.—ARMOUR GRAIN COMPANY, H. D. Richeson, Vice-President, Chicago, Ill.

MONTANA CROP NEWS

Editor American Grain Trade:—Montana should raise at least 50,000,000 bushels of wheat in 1917. In 1915, the Government estimate placed the Montana wheat crop at 42,000,000 bushels. In 1916, the report showed only 28,000,000 bushels raised in the state, the reduction being due to loss from winter killing. Montana produces excellent wheat and a total of 50,000,000 bushels would mean only the very moderate increase that should be expected. Reports from the Central West indicate the loss of millions of acres of fall wheat through winter killing, according to Alfred Atkinson, of the Montana Experiment Station, Bozeman, Mont. This means that the wheat crop is going to be short unless there is heavy spring planting. With present world conditions there is urgent need for maximum production.

Mr. Atkinson advises that dry land intended for spring grain where the seed bed can be prepared early, should be planted to Marquis spring wheat. This variety is one of the best yielders amongst the spring wheat grown in the state and is a very excellent milling wheat. The demand will be for wheat of high bread-making quality and the Marquis meets this requirement admirably. It is a beardless wheat so that the straw may be used for stock feed in the winter time. When planted on dry land Marquis spring wheat should be seeded at the rate of 4 or 5 pecks of seed per acre. Farmers are being urged to plant seed that will grow. Do not discard frosted wheat as much of it is good for planting. The Montana State Grain Laboratory will test such wheat to find out whether its germinating power has been destroyed. The tillers of Montana soil are urged to carefully examine winter wheat fields as soon as spring growth commences and if there has been killing plant spring wheat in the bare places. The Marquis variety is good for this purpose, as it matures early and will be ripe at nearly the same time as winter wheat.—P. M. PARKER, Bozeman, Mont.

SOUTHERN CONDITIONS

Editor American Grain Trade:—The velvet bean in corn, as a winter grazing proposition from frost to March, gave us a tremendous outturn this season in the matter of fat cattle and hogs—some hundreds of carloads of which were shipped out of the coastal plains section of Georgia, and which brought into this state in large numbers, buyers from the Middle West and the West. We also gathered tremendous amounts of velvet beans in the hull, storing them in our barns and feeding them just as we would feed corn.

A bushel of velvet beans shelled is practically equivalent in every way to a bushel of shelled corn, and 100 pounds of velvet beans in the hull is the equivalent of 100 pounds of corn on the cob, or 50 pounds of shelled corn. We soak these velvet beans in the hull for 24 hours until they soften up. Hogs and cattle are exceedingly fond of them. When we grind them up we usually feed about two-thirds of velvet beans as ground up and one-third of cotton seed meal. One of the most remarkable things in the industrial life of the South today is the large number of grinding mills that are going up. These mills negotiate not only velvet beans in the hull but also, and additionally, corn in the shuck and hay.

The outlook is that Southern agriculture in the Cotton Belt and under boll weevil conditions, will be transformed and kept out of bankruptcy and made profitable through these early types of velvet beans, for instance, the 100-Day. They are being sold as seed now in large amounts, even up into North Carolina; and Virginia, too, is trying them out in a large way. As a crop I should say that they are 10 times more profitable than the Southern cowpea. Velvet beans are related to almost everything on the farm, viz., a fall grazing matter, land-manuring matter, and a matter for picking and storing in the barn for future use.

As an exhibit of the rapid and universal adoption of velvet beans in the South here, let me say that the Commissioner of Agriculture of South Carolina (and this state has heretofore paid little attention to this crop) said that 250,000 acres were going down this year in early velvet beans in corn in the coastal lands of Carolina, whereas, a year ago there were possibly not 5,000 acres.

We had intended here in the South to grow tremendous amounts of soy beans this year; but the canners swooped down into North Carolina some two months ago and bought up some 50,000 bushels and have canned them the same as the navy bean. Thousands of farmers who had intended to go into the soy bean culture as a hay matter and as an oil pressing matter have been thus kept from buying seed stocks this spring. There is no doubt that, in the future, the soy bean in this country of itself, aside from velvet beans, will practically put the Southern cowpea out of business.

The white Spanish peanut industry of the South



A WEST VIRGINIA CORN-GROWING AND CORN-FED FAMILY

neighborhood and does not find its way to the general market. The corn producers are contented and ever prosperous—for all prosperity is relative. However, even in these more or less remote regions, the people are beginning to take stock of their resources so as to be able to aid Uncle Sam in the Great War.

The accompanying picture shows one of the many families which are mobilized to "do their bit." Looking at their placid, happy and well-nourished faces one would not think that the terrible conflict had been brought very close to them. Nevertheless, this family, that of Alfred Roberts, Boggs P. O., W. Va., is even now preparing to enlarge their corn acreage and from the youngest to the oldest, speed up production and increase the yield. Other families are doing likewise and, with such a spirit in every county of every state, who can doubt the outcome of the struggle?—J. E. BARNETT, Birch River, W. Va.

OHIO CROP PROSPECTS

Editor American Grain Trade:—I am sending check to pay for my subscription for another year. I have been a subscriber of your paper for many years and I am always glad to read the same for it gives the grain and hay men many valuable pointers. I expect to take it as long as I am in the grain business.

Conditions are not favorable in this territory on account of the high prices of everything, especially grain. The farmers who are selling say it is too high. There is no wheat in this immediate vicinity. The oats are all sown, coming up nicely, recent rains helping out. The hay crop will be about 20 per cent. Most of the meadows are being plowed up and plant-

yard set aside by the L. & N. and the Southern Railroads where all hay consigned to this market will be switched for plugging. The outlook is very favorable.

It was on account of the plugging track that this Exchange recommended to the Chamber of Commerce the adoption of the amendment last quoted.

G. A. Collier & Co., grain and hay commission merchants, with offices in the Second National Bank Building, this city, were admitted to membership in this Exchange last week. This firm is a new one in Cincinnati and is composed of G. A. Collier and Charles S. Pfeffer.—D. J. SCHUH, Assistant Secretary, Grain and Hay Exchange, Cincinnati, Ohio.

BIN THERMOMETER SYSTEM A SUCCESS

Editor American Grain Trade:—We installed a thermometer system in two bins at our Illinois Central Elevator "A" here in Chicago, about 5 years ago on trial. It will not be necessary for us to state what we think of it when we tell you that we had the same system installed in 194 tanks and interstices in our Argentine Elevator "A" in Kansas City, in 1915, and are now having it installed in 210 tanks and interstices in our new Calumet Terminal Elevator at South Chicago.

We find it very reliable and we feel conservative in saying that it saves us fully half the turning of grain the past year and has practically gone a long way toward paying for itself already. It indicates the exact temperature of the grain all the time, so there is no possibility of the grain getting out of condition with this system to keep you in touch with it.

The fact that we are installing it in our 10,000,000

has become a matter of enormous proportions. These are pressed for oil and the cake is used for feed, just as obtains in cotton seed and in soy beans.

There is no doubt that the high price of corn in the West and the high price of corn here in the South, and the absence here in the South now of velvet beans in the pod—this crop having been largely used up—these facts are actually exterminating our hogs, and our pigs, too. The price of fats in hog meat is reflected in the price of cotton seed oil; cotton seed oil is practically \$1.15 per gallon, whereas the normal price is 40 cents, and whereas the price in October and November was around 90 and 92 cents. It looks as if cotton seeds in themselves will be high this fall, and possibly peanuts for pressing, and also soy beans for pressing—all because of scarcity of fats.—N. L. WILLET, Augusta, Ga.

BALTIMORE BARLEY AND THE RAILROADS

Editor American Grain Trade:—We are enclosing a copy of our letter to Mr. A. M. Schoyer, vice-president of the Pennsylvania Lines, Chicago, which speaks for itself. This letter is as follows:

"The American Grain Trade" of March 15, 1917, contains generous extracts from your address before the Chicago Association of Commerce. An allusion to some Baltimore barley appears and as of grievous trouble to the elevators. As this is not the case, and for the reason that we owned the barley and have for the last two years been called on to endure a number of avoidable hardships, it appears but fair that some facts in connection with the barley you name should be set forth.

The permit system itself, which you name, is an unwarranted abridgement of the rights of shippers, discriminatory in practice, preferential in treatment and totally without defense.

This has been asserted and the Baltimore Chamber of Commerce filed formal complaint with the Interstate Commerce Commission setting forth that in its opinion the duty devolving upon carriers is to transport property and not pick and choose among people and places, nor interfere with commercial conditions by adoption of anything so full of discrimination as the permit system inevitably embraces. The complaint has been heard, briefed and argued. Opinion of the commission in this [I. C. C. Docket 8884] is awaited with interest.

Now as to the barley, there was round lot of about 500,000 bushels shipped from Minneapolis and Chicago in October and November, 1916, for shipment from seaboard first half of December.

The railroad movement was so slow that the grain was not in Baltimore in time for the ship that had been selected to take the cargo. Some November cars are still out.

As soon as possible, another vessel was engaged to take the barley, but this was torpedoed, necessitating new conditions, including movement by partial lots instead of a cargo lot as originally planned.

The official Chamber of Commerce stock report shows the total number of bushels of barley in the elevators in question to have been as follows:

November 27, 1916.....	111,601 bushels
December 11, 1916.....	133,943 "
December 26, 1916.....	165,104 "
January 8, 1917.....	251,652 "
January 15, 1917.....	330,935 "
January 29, 1917.....	500,671 "
February 13, 1917.....	483,912 "
March 12, 1917.....	417,563 "

These figures embrace all barley for all owners, including the barley in question.

Your remarks implied that the exporter was at fault in not promptly moving the barley, but there was nothing said as to the fault of the railroads in not bringing the barley forward within reasonable limit of six weeks, to say nothing of continued detention to ten cars for five months.

The elevators in question have a capacity of 2,500,000 bushels of grain.

The official record of stocks of all grain in them is as follows:

December 13, 1916.....	1,702,146 bushels
December 19, 1916.....	2,042,560 "
December 26, 1916.....	1,952,097 "
January 4, 1917.....	1,755,524 "
January 9, 1917.....	1,484,935 "
January 13, 1917.....	1,498,997 "
January 24, 1917.....	1,559,427 "
January 29, 1917.....	1,509,250 "
February 5, 1917.....	1,552,445 "
February 10, 1917.....	1,603,157 "
February 23, 1917.....	1,653,457 "
March 1, 1917.....	1,567,718 "
March 8, 1917.....	1,522,006 "
March 13, 1917.....	1,590,107 "
March 26, 1917.....	1,781,638 "
April 2, 1917.....	1,783,540 "

Had the elevators in question been kept at a minimum load of 2,000,000 bushels, with no less than 1,000 cars on track and in transit, then the road in whose behalf you spoke, might have had some cause to complain, provided it had not been involved in the original detention to the barley, but our efforts to have that much grain carried and at least a thousand cars of grain kept on track and running have been fruitless.

The following tabulation of cars on track, of that company, illustrate this:

It had 1,517 cars at Baltimore and on its line December 1, 1916. Less than two cars per mile between Chicago and Baltimore.

December 18, this number had increased to 2,401 cars.

December 29, 1916.....	2,095 cars
January 3, 1917.....	1,834 "
January 10, 1917.....	1,548 "
January 17, 1917.....	620 "
January 20, 1917.....	386 "
January 26, 1917.....	486 "
February 1, 1917.....	603 "
February 9, 1917.....	642 "
February 15, 1917.....	504 "
February 21, 1917.....	582 "
February 28, 1917.....	543 "
March 7, 1917.....	593 "
March 16, 1917.....	550 "
March 22, 1917.....	395 "
March 28, 1917.....	337 "
April 3, 1917.....	271 "

You will see from this that an important export facility was not used to maximum capacity through a very trying period, nor has there been an accumulation of loaded cars of grain on the rails of the com-

pany in question sufficient to create a congestion, while there has been a lack of grain sufficient to cause serious loss through demurrage paid on ocean vessels and very trying financial experiences to us and other exporters, and receivers, because of the limitations on business through pernicious permit system and faulty service.

In addition, the lack of empty car supply based very largely on faulty co-operation among railroads has contributed to money losses of magnitude to ourselves and other shippers and merchants.

There are a great many Baltimore and Western grain people who have felt keenly disappointed at the continued delay of the Pennsylvania Railroad in rebuilding its export elevator at Baltimore. This was destroyed by fire June 13, 1916. It has just been announced that plans have been drawn for rebuilding.

The usual delay attendant upon plans being accepted and further delay in rebuilding must follow, while prompt action on the part of your people would have saved many of the losses incurred through ocean demurrage, lack of space, and inability to maintain long established trade relations.

Sundry concrete storage tanks of 1,000,000 capacity used in connection with the export elevator were not affected by fire, except that they were made idle through lack of temporary working house. A small amount of money promptly expended for a working house would have permitted the operation of these storage tanks and two months' time would have been ample to have constructed such working house. That would have left four months of 1916 and four months so far this year for a grain business to have been done by your company to the extent of from 20,000,000 to 40,000,000 bushels of grain with consequent transportation and elevator earnings to the Pennsylvania Railroad and financial benefit to the shippers of the West. The crowded elevators of various primary markets could also have been relieved. This estimate is

based on the results obtained by your export elevator No. 1, of 500,000 bushels capacity.

The Western Maryland export elevator which has been increased to capacity of 2,000,000 bushels has not for months been used to capacity, owing to congestions west of Connellsville, so that in locating blame for conditions that have prevailed and which continue, it is but fair to draw attention to the fact that terminal facilities have been woefully insufficient, while also pointing out that available terminal facilities have not been used to anything like their capacity. Further, 25 miles per day for loaded car movement is proof of faulty railroad operation. Some assert engines are overloaded and that if freight trains were scheduled there would be a noticeable improvement in movement with increased car supply.

Shipments of barley you referred to have been made as follows:

December 3, 1916.....	15,383 bushels
February 21, 1917.....	13,333 "
March 10, 1917.....	28,000 "
April 1, 1917.....	75,000 "

131,718 bushels 200,000 bushels being booked for first half of April.

Western shippers have not been fully informed of various conditions, including our difficulty in getting permits for grain, even though vessels were in port and ready to load. Some have been led to believe that Baltimore for months has had bulging elevators and an undue accumulation of loaded cars of grain on track, and in view of this further public attack on Baltimore, it seems but fair that there should be a word in defense, since same consists of a recital of facts.

We trust no exceptions will be taken to appearance of this communication in the trade papers, should they care to make use of it, because your statement was unjust and created an entirely erroneous impression. —JOHN T. FAHEY & CO., Baltimore, Md.



CONVENTION CALENDAR

May 22-23—Oklahoma Grain Dealers and Millers Associations, Oklahoma City, Okla.

May 24-25—Mass meeting of Southwestern grain dealers at Wichita, Kan.

May 25-26—Texas Grain Dealers Association, Galveston, Texas.

May 29-30-31—Kansas Grain Dealers Association, Kansas City, Mo.

June 19—American Seed Trade Association, Detroit, Mich.

June 21-22—Mid-Summer Meeting of Indiana Grain Dealers Association at Indianapolis.

July 24-25-26—National Hay Association, Hotel Sherman, Chicago, Ill.

September 24-25-26—Grain Dealers National Association, Buffalo, N. Y.

TEXANS TO MEET AT GALVESTON

The Texas Grain Dealers' Association will meet at Galveston, May 25 and 26, for its twentieth annual meeting. The attractions of Galveston are such that the social and entertainment features of the program are being given particular attention, but the business meetings will be full of interest and will contain discussions by qualified speakers on many of the big problems that are engaging the attention of the trade at this time.

COUNCIL OF GRAIN EXCHANGES AT WASHINGTON

A call for a special meeting of the Council of Grain Exchanges at Washington on May 4, was responded to by representatives from most of the large markets of the country. J. R. Mauff, president of the Council; J. Ralph Pickell, secretary; J. P. Griffin and J. C. F. Merrill, president and secretary, respectively, of the Board of Trade, were present from Chicago; Baltimore sent Charles England and Herbert Sheridan; Buffalo, H. T. Burns and Fred E. Pond; Duluth, M. L. Jenks and Charles F. McDonald; Kansas City, D. F. Piazzek; Milwaukee, H. M. Stratton and Hugo Stolley; Minneapolis, William Dalrymple and C. A. Magnuson; New York, James Ward Warner, L. W. Forbell and Julius Barnes; Omaha, E. P. Peck; Peoria, W. T. Cornelison; St. Louis, John L. Messmore and W. H. Langenberg; Mansfield, Ohio, Henry L. Goemann; Louisville, R. L. Callahan.

The meeting was called for the purpose of placing the Grain Exchanges, through a committee, at the disposal of the Government, but previous to taking up this important matter, Secretary Pickell brought to the attention of the meeting the condition of the Committee on Crop Improvement. As pledges for the continuance of the work had not been forthcoming and as the Government has a bill pending providing for an appropriation of \$24,000,000 to further the work upon which the Committee had been engaged, the following resolution was adopted:

"Resolved: That the Crop Improvement Committee work be terminated at the pleasure and discretion of the Executive Committee." Also that a statement be published in *The County Agent*, in which all responsibility for its publication is disavowed by the Council of Grain Exchanges and that the Post Office be notified that the Council has had nothing to do

with the publication of the paper since March 1, if the publication is registered in the name of the Council.

As there is about \$1,000 left in the Crop Improvement Fund the work will be carried on until this is exhausted, which will be well past the seeding time.

In regard to the special purpose for which the meeting was called, Secretary Pickell reported as follows:

Those of you who have been privileged to spend the last few days in Washington must have been impressed with the two very important things. The first and primary impression which I have received after a long service here is the intense desire of those who are at the helm of our Government to enact laws and measures which will help us to win the war, to preserve the principles of democracy throughout the world, and yet to disturb as little as possible the commercial machinery which we have in this country. Many uneconomic plans have been proposed, but it is my firm conviction, based on a long and varied experience in the Capitol City, that out of all the thousands of suggestions which have come to those in power the best plans will be chosen, and that, if perchance something which proves to be uneconomic is established, it will be quickly rescinded if its operation proves to be unwise.

Therefore the primary purpose of this meeting is to offer to the Government a committee composed of men of experience who are willing to devote their time and to pay their own expenses in assisting the United States Government in wisely and economically distributing the non-perishable food-stuffs of the nation. Therefore, with this thought in mind I wish to commend this report for your consideration.

The following names were placed in nomination for members of the Committee and were chosen without dissent: Robert McDougal, Chicago; F. B. Wells, Minneapolis; Alfred Brandeis, Louisville; D. F. Piazzek, Kansas City; Julius Barnes, New York; M. H. Houser, Portland, Ore.; J. Ralph Pickell, Chicago, secretary.

J. L. Messmore presented the following resolution, which was adopted:

COMMITTEE OF GRAIN EXCHANGES IN AID OF NATIONAL DEFENSE

Whereas, our beloved country, the United States of America, in defense of its rights and liberties and those of its citizens has been forced into war with the autocratic powers which are seeking to conquer the nations of Europe, to deny them the right to rule themselves under the blessings of a free democracy, and to compel them to be subjects of an autocracy that knows no law but its own desires, and

Whereas, in this hour of national peril it is the patriotic duty of all citizens to place at the command of the Government every service that lies in their power to render, therefore, be it

Resolved, that the Council of Grain Exchanges, recognizing that the accumulation and distribution of the grain crops of the country will be a vital factor in the successful prosecution of the war, tenders to the Secretary of Agriculture all of the facilities of the organized exchanges and the experience and abilities of their members, and submits for his consideration as a committee through which the entire grain marketing trade can be brought under the direct command of the Government the following: (Naming committee as above.)

At the afternoon session the committee was tendered to the Secretary of Agriculture and was accepted by him through his assistant, Dr. B. T. Gallo-way, who briefly outlined some of the things there were to do.

One other matter of great importance to the trade was taken up by the Council; the letter of E. P. Smith, attorney for the Council in its litigation in the natural shrinkage case. This letter, addressed to Mr. Pickell, was as follows:

You have probably been advised by Jeffery & Campbell of the result of our hearing in the Municipal Court at

Chicago before Judge Gridley in the suit brought to test the validity of the rule of the railroad companies on the question of natural shrinkage.

The carriers all demurred to the bill that we filed, and those demurrers came up for argument last Monday. The carriers argued three vital questions. They contend:

1. That the rule was legal.
2. If the shippers had any objections thereto, those objections must be made to the Interstate Commerce Commission.

3. If any court had jurisdiction of the matter, it was a Federal Court; and that the State Courts had no jurisdiction in the premises.

The argument lasted all Monday and Tuesday forenoon. The carriers were represented by Mr. Dunlap of the Santa Fe, and Mr. Humberg of the Illinois Central.

At the conclusion of the argument, Judge Gridley overruled their demurrers, thus holding with us on every proposition. They were given 30 days in which to answer, if they so desire; or they have the right to stand on their demurrers and go to the Supreme Court. Just which they will do, I am not advised. I think none of us will underestimate the extent of the victory we won in this, the first round in this litigation.

If the carriers answer the bill of complaint, that will make it necessary to take considerable testimony all over the United States, and some arrangements will then have to be perfected for the taking of this testimony. My purpose in writing you at this time, is to advise you of the status of the case at the present time, so that you and all members of the Council of Grain Exchanges may know that we have won a decisive victory over the carriers at this time.

If it should become necessary to take testimony at various places in the United States, either in support of our complaint, or because the carriers see fit to take depositions at various places, it will be necessary for the Council of Grain Exchanges to provide a considerable fund with which to meet this expense. I assume you will look after that part of the work, when the time comes, and the necessity arises.

KANSAS DEALERS PREPARE PROGRAM

The Kansas Grain Dealers' Association will meet at Kansas City, Mo., May 29, 30 and 31, in what will undoubtedly be one of the most important gatherings in its history. While the program has not been completed, the numbers that have already been arranged for, insure a discussion of some of the most vital subjects before the country today, subjects which every dealer will want to hear presented.

J. Ralph Pickell, of Chicago, will discuss "The Problem of Food Distribution at Home and Abroad." Mr. Pickell is in close touch with all the developments at Washington and will probably have first hand reports of the work of Herbert C. Hoover in Belgium. J. B. McClure of Hutchinson will discuss "Are the Carriers Entitled to an Advance in Freight Rates Under Present Conditions?" D. F. Piazzak of Kansas City will point out the "Probable Results of Government Regulation of Prices and Closing of Boards of Trade." P. S. Goodman of Chicago will talk on "Some War Problems in the Grain Trade." Charles J. Brand or some representative of the Agricultural Department will discuss the "Administration of the Grain Standards Act," and other speakers of note will be heard.

WESTERN GRAIN DEALERS' ANNUAL

The large attendance at the Western Grain Dealers' Association at Des Moines on April 17-18, showed that Iowa shippers are fully alive to the seriousness of the time and the many questions that are before the trade for settlement.

In his address President S. W. Wilder spoke of the integrity of contracts even under present difficult conditions, and in the face of the present crisis urged action rather than passing of resolutions, and suggested the appointment of a committee to co-operate with the Government in bettering service.

Secretary George A. Wells reported a condition of great prosperity in the Association, in membership and finances. In respect to some of the local problems he said:

I wish to submit the idea that there is need of greater efficiency in the country elevator business, better facilities for handling and cleaning grain and better weighing out facilities in order to obtain a clean bill of lading as contemplated under the Pomerene Uniform Bill of Lading Law. This law, however, under its present form, leaves the question as to what may be considered adequate weighing facilities undecided, and that question will probably have to be decided by the courts or the law amended to specifically provide as to what may be legally considered as adequate weighing facilities.

The loading of different qualities of grain into the same car I believe results in more losses to the country shipper than he is aware of because it is impossible to get a good sample of the grain in the car when it is not loaded uniformly as to quality. Having an elevator plant of sufficient capacity and properly equipped, there is no necessity of loading grain in the manner in which thousands of cars are loaded these days. If the country shipper, for example, has sold grain to arrive of a certain grade he should have the facilities and the business ability to load the grain to fill that contract according to the grade sold and to take off the cream, if there is any, for his own profit instead of giving the terminal elevator that opportunity.

Grain varies in quality from year to year and a country elevator man should, in a sense, be a manufacturer of quality and be able to deliver the quality sold without sacrificing the cream. The United States Grain Standards Act contemplates the idea of mixing grain in elevators and that there will be a profit to the elevator man in so doing.

Advancing money on contracts is considered by the majority of grain dealers as a bad practice which ties up a lot of money that should be provided to the farmer by the banker.

He spoke at some length of proper scale installation, the injustice of the Landlord's Lien Law, transportation difficulties, proper loading of cars, trade rules of the transient markets, and the value of the Association in opposing unwise legislation,

notably the case of the Lake Bill, which was aimed to prevent trading in futures.

George Livingstone represented Charles J. Brand in describing for the Department of Agriculture the operation of the Grain Standards Act. He talked at some length on the general features of the Act and then answered many questions on specific points that were giving trouble.

C. D. Sturtevant, chairman of the Trade Rules Committee of the Grain Dealers' National Association, described the steps that had been taken in the effort to get uniformity in terminal market rules on those points which principally affected shippers. He was followed by V. E. Butler, who presented the set of rules that had been drawn up as tentative substitutes for present rules covering Diversion, Interest, Reporting Sales, Principal and Agent and Subsidiary Companies, Over and Under-Deliveries, Re-inspection, Seal Record and Car Condition, Grain to Arrive, Time of Payment, Future Trades, and Arbitration.

Chairman R. E. Cox, of the Resolutions Committee, presented several resolutions which were adopted. These covered: To co-ordinate the rules for carlot minimums and loading properly for sampling; protesting against the railroads' interpretation of "adequate weighing facilities"; making some

amendments to the uniform rules; endorsing local meetings; protesting against the increase of commission charges at Chicago; encouraging economy and greater activity by farmers; thanking those who had assisted in the success of the meeting; and endorsed the Western Grain Dealers' Fire Insurance Company.

The election of officers resulted in the selection of S. W. Wilder, Cedar Rapids, president; O. K. Morrison of South English, vice-president; George A. Wells, Des Moines, secretary-treasurer; L. W. Larson of Rolfe; E. W. Miller of Guthrie Center; F. E. Trainer of Ackley; Wm. Claussen of Wall Lake; and J. E. Kennell of Fremont, directors.

The Banquet

Following the banquet in the Chamber of Commerce, which was served to about 250 guests, President E. C. Eikenberry of the National Association, pointed out the intricate relationship of all branches of the grain trade, and showed how, in the large questions involving all, the National Association had time after time proved its usefulness, proved that it was indispensable.

John T. Fletcher, vice-president of the Fort Dearborn National Bank of Chicago, spoke at length of the great present need of agricultural efficiency, of education, and of conservation.

OBITUARY

BARTLEY.—Walter Scott Bartley, a retired grain merchant and a member for 35 years of the Merchants' Exchange of St. Louis, Mo., died recently aged 79 years.

CAIN.—Michael Cain, a well known grain buyer, died at Dubuque, Iowa.

CHAMBERS.—T. H. Chambers was killed in an automobile accident at Sterling, N. D. Mr. Chambers was a traveling representative for C. C. Wyman & Co., a grain commission firm of Minneapolis, Minn. The deceased was 40 years old.

DENTON.—Winfield Denton, at the age of 70 years, died at his home in Leavenworth, Kan. He was a grain dealer for many years.

EMMITT.—On May 9, Jules C. Emmitt, assistant manager of G. W. Van Dusen Company of Minneapolis, Minn., passed away at his home there, aged 58 years. Mr. Emmitt had been connected with the grain business at Minneapolis for many years. He is survived by his widow.

KING.—After a long illness, Henry Clay King, a former member of the Chicago Board of Trade, died at his home in Los Angeles, Cal.

NORRISH.—At the age of 63 years, Frank S. Norrish, a pioneer farmer and elevator man, died at Hastings, Minn. Mr. Norrish owned elevators at Odessa, Ortonville and other Minnesota towns.

PAULSON.—H. O. Paulson met with his death when caught in the elevator machinery in the Farmers' Elevator Company at Angus, near East Grand Forks, N. D., where he was employed as agent. He is survived by his widow.

RICHARDSON.—Edward F. Richardson died at his home in South Acton, Mass., on April 15. He was a retired grain man and a member of the Boston Chamber of Commerce.

RUNKLES.—Chas. A. Runkles died on April 6. He was for many years engaged in the grain and milling business at Mt. Airy, Md., and was a member of the Baltimore Chamber of Commerce.

THOMSON.—Willard Thomson passed away not long ago at Baltimore, Md. He was a member of the Baltimore Chamber of Commerce.

TUTTLE.—O. A. Tuttle, Sr., died from heart trouble at his home in Greenfield, Iowa. He was formerly engaged in the grain and coal business.

IN THE COURTS

The petition certiorari asked in suit of *Franzke vs. the Reliance Elevator Company* was denied by the Illinois Supreme Court at Springfield.

F. B. Mills Company, conducting a seed business at Rose Hill, N. Y., has filed a petition of bankruptcy. The debts of the concern amount to \$10,000.

A suit has been brought by the Blencoe Farmers' Elevator Company of Blencoe, Iowa, against a patron for loss incurred by defendant's failure to fulfill a grain contract.

With liabilities of \$35,000 and assets of \$20,000, Chas. Barber, an elevator operator and coal dealer at Manlinus, Ill., filed a petition of bankruptcy. He operated the Neola Elevator.

The Union Grain & Food Company of Anderson, Ind., is named in suit filed by the Dayton Grain & Hay Company charged with alleged breach of contract. The plaintiff claims \$1,500.

The Fribourg Bros. of Antwerp, Belgium, have filed suit against the A. J. Brunswig Grain Company of St. Joseph, Mo., for alleged failure to ship grain after the beginning of the war as contracted for before the war.

The C. & E. I. Railroad is defendant in suit filed by the Twist Bros. Grain Company of Rochester, Ill., charging loss of a considerable amount of money on account of railroad company's delay in shipping carloads of grain to the seaboard for export.

A decision was handed down by Judge Darch in the Superior Court at Goldendale, Wash., in the case of the *Interior Warehouse Company of Portland, Ore., vs. Wedgwood Bros. and G. C. Wedgwood*, claiming \$2,500 damages because of failure of the

defendant to deliver wheat as contracted for in favor of the plaintiffs, awarding them \$362.25 and \$180.65, respectively.

The Worth Gyles Grain Company of Bloomington, Ill., won the suit brought against it by the United Cigar Stores Company, when the case was appealed in the Circuit Court. The cigar store company brought suit against the grain company for one year's rent, which they claimed because the company moved from the store leased from it one day after the expiration of the lease.

WARNS OF STEEL SHORTAGE

Makers of machinery are up against a shortage of metal supplies, the like of which has never before existed. The demand for steel has long been greater than the steel mills could meet, and now the Government is planning to commandeer the supplies and output of this metal for military purposes, and to cancel or delay all deliveries to factories and private consumers.

The Hess Warming and Ventilating Company of Chicago mentions this, in its advertisement on Page 694, as a warning to grain men to anticipate their needs in the way of grain driers and conditioners, that their wants may be supplied before the stock of material on hand is exhausted.

Manufacturers are also much embarrassed by the reduction of their operating forces by enlistment, and by the draft to come. There is certain to be much disappointment among buyers—due to the inability of manufacturers to meet all demands for machinery into which the use of steel shall enter largely. Early buying is recommended.



IOWA

A new grain elevator is to be built at Fernwald, Iowa.

A new elevator is to be built at Modale, Iowa, for Sharpnack & Co.

Repairs are being made by D. E. DeWitt on his elevator at Elliott, Iowa.

The Meriett Milling Company of Dunlap, Iowa, will erect an elevator there.

The elevator of J. J. Grosenbaugh at Coon Rapids, Iowa, has been sold by him.

A new grain elevator is to be built at Elkader, Iowa, this summer, it is reported.

New coal houses are being built for the Farmers' Elevator Company of Beaman, Iowa.

It is probable that a Farmers Elevator Company will be incorporated at Scranton, Iowa.

The old elevator of the Farmers Elevator Company at New London, Iowa, is to be torn down.

The Cargill Grain Company has decided to rebuild its plant at McIntire, Iowa, it is reported.

A large elevator is to be erected at Oskaloosa, Iowa, for the Clark-Brown Grain Company.

The elevator of the E. Rothschild Elevator Company at Hancock, Iowa, is being remodeled.

The J. Porch Elevator at Wiota, Iowa, has been taken over by E. Rothschild Grain Company.

Farmers in the vicinity of Montgomery, Iowa, are organizing a co-operative elevator company.

A new flour house is to be built to the plant of the Oyens Co-operative Company at Oyens, Iowa.

An electric motor has been installed in the elevator of Payne & Sears, located at Westside, Iowa.

The stock of the Producers Elevator Company at Laporte City, Iowa, has been purchased by F. E. Hoyt.

A new elevator is to be built for the Farmers' Trading Company at Laurens, Iowa, on the Rock Island.

The Farmers Elevator Company of Sloan, Iowa, has decided to rebuild its elevator in the near future.

The elevator of Greig & Zeeman at Superior, Iowa, is to be enlarged and equipped with new machinery.

Automatic scales, automatic dump, concrete floors, etc., are being put in the elevator located at Kensey, Iowa.

W. H. & N. S. Beale have purchased Vosburg, Beale & Co.'s grain and coal business situated at Gilman, Iowa.

A five-horsepower electric motor is to be installed for the Farmers Grain & Lumber Company of South English, Iowa.

The grain elevator business of G. Bowles at Rose Hill, Iowa, has been sold by him to Charles Bass and T. Denney.

The Farmers Elevator Company of Stout, Iowa, has completed arrangements for the erection of its elevator at Stout.

The elevator and coal business, located at Cheney, Iowa, has been purchased by the Schmitz Bros., from Hatch & Brockman.

An addition is to be built to the elevator located at Sexton, Iowa, adding about 15,000 bushels to its present storage capacity.

The Farmers Elevator Company of Holstein, Iowa, will build a new brick office building, including an office room, seed room, etc.

The Farmers Elevator Company was recently organized at Arcadia, Iowa, with Herman Bruggeman, president, and David Hagge, secretary.

The Garner Grain Company, the property of Livermore & Bracher, situated at Garner, Iowa, has been sold to the Farmers' Elevator Company.

The West Elevator at Titonka, Iowa, has been purchased by the Farmers' Co-operative Elevator Company. O. V. Critz is the proprietor.

The elevator and business of the Quaker Oats Company, located at State Center, Iowa, has been sold to Geo. Mead and Elmer Goodman.

The new office to the elevator of Ben Jenkinson at Sheldon, Iowa, is nearing completion. New scales have also been installed in the elevator proper.

Operations have been started by the Farmers' Co-

operative Elevator Company in the Atlas Elevator at Forest City, Iowa, which it purchased recently.

Farmers in the neighborhood of Wallingford, Iowa, are interested in obtaining a farmers' elevator there and are making plans for the erection of a new plant.

The Farmers Incorporated Co-operative Society of Sheffield, Iowa, has purchased the A. J. Froning Elevator at that place. H. C. Lickwig will be in charge of the plant.

The elevator, grain, flour, feed and coal and live-stock business of S. Miller & Son at Doris Station (Independence p.o.), Iowa, has been purchased by J. Jost and Fred Maynard.

G. S. Eacrett of Malvern, Iowa, has purchased the elevators and the grain business of Salyers & Kayton at Malvern, Clark, Columbia P. O., and White Cloud (no p. o.), Iowa.

The Farmers' Elevator Company of Rowley, Iowa, will build an elevator, taking the place of the one which was burned. The new plant will not be on the same site as the old one.

A farmers' co-operative elevator and lumber business has been organized at Cornell, Iowa. The company is capitalized with stock of \$12,000, which may, later on, be increased to \$20,000.

Plans have been made by the Farmers' Elevator Company of Hampton, Iowa, for building a new elevator on the M. & St. L. tracks. This will take the place of the plant which was burned some time ago.

A co-operative elevator organization has been formed at Ackley, Iowa, by farmers in that neighborhood. The organization is contemplating the purchase of the elevator property of Mowbray & Lammers.

The Farmers Elevator Company of Bancroft, Iowa, has let the contract for the erection of a new elevator at that place with capacity for 30,000 bushels. The plant will be equipped with electricity for furnishing motive power.

The Farmers Grain & Mercantile Company has been organized at Corley, Iowa, by Claus Albers, who was elected president, and J. W. Davis, present secretary. The company is capitalized with stock amounting to \$20,000.

J. E. Swedberg will remodel his elevator at Boxholm, Iowa, by installing a new pan, boot, 12-inch belt and 11x6-inch cups. The cupola will be raised and the automatic scale will be moved from the working floor to the cupola.

A modern elevator is to be built for F. J. Rogers at New Market, Iowa, this summer, it is rumored. The plant will have a capacity of between 7,000 and 10,000 bushels. The old elevator is being torn down and that material will be used in the building of new plant.

EASTERN

A grain elevator is to be built to the mill of the Ewen Milling Company, located at Alloway, N. J.

The Bayonne Grain & Hay Company was organized at Bayonne, N. J., by Max Bernstein, Morris Silverberg and others.

A large flag was raised on the Western Maryland Railroad's Port Covington, Md., Elevator with impressive ceremonies.

The grain and storehouse of the A. W. Littlefield Company at East Newport, Maine, is to be sold to the Dow & Payne Company.

The Farmers' Co-operative Produce & Feed Company of Hurleyville, N. Y., has been organized, capitalized with stock amounting to \$10,000.

A grain elevator and mill is to be built for the C. W. Campbell Company at Norwich, Conn., replacing the one which was destroyed by fire.

Incorporation papers have been filed for the Knapp & Bell Grain Company of Norwalk, Conn., which is capitalized with stock amounting to \$50,000. Howard Knapp is interested in the company.

Carscallen & Cassidy, a grain and hay company of Jersey City, N. J., have sold their warehouse property on Pavonia Avenue to the Erie Railroad and have moved their main office to the grain elevator in that city. Extensive improvements and additions have been made to the plant increasing storage and mill capacity and a hay storage of 100 cars' capacity has been provided for. The plant is

equipped with latest devices for handling grain and hay.

Capitalized with stock amounting to \$25,000, the Bean Storage Co-operative Company was formed at Albion, N. Y. The company will build a storage plant for beans, grain and cereal products.

The Mutual Fuel Corporation, Inc., of Albany, N. Y., has been organized by J. A. Fisco, W. O. MacGrew and D. W. Towhill. The capital stock of the company is \$50,000. The company will deal in feed, grain, flour and cereals.

MINNESOTA AND WISCONSIN

The Thorp Elevator located at Borup, Minn., has been razed.

A new elevator is being built at Dover, Minn., for Fred Laudon.

Peter Solinger has closed down his elevator at Albany, Minn., for the season.

A new coal shed is to be built for the Farmers Elevator Company at Revere, Minn.

The Cargill Grain Company has closed down its elevator plant located at Blair, Wis.

The construction work has been started on the new farmers' elevator at Echo, Minn.

The Cargill Elevator at Seymour, Wis., has been disposed of to Charles H. Quackenbush.

The Huhn Elevator at Clintonville, Wis., has been leased by the Niebuhr & Son Company.

The Pacific Elevator Company of Gaylord, Minn., is building a new elevator at that place.

Capitalized with stock of \$10,000, the Farmers' Equity Society of Random Lake, Wis., was formed.

Extensive improvements are to be made on the Farmers Merchant Elevator located at Argyle, Minn.

A new elevator is to be built for the Farmers Elevator Company located at Huntley, Minn., this summer.

The warehouse of the Cargill Grain Company, located at Mondovi, Wis., has been sold to Fred De Broux.

The elevator of I. W. Bouck at Royalton, Minn., has been sold by him to J. D. Quinlan of North Dakota.

A cracked corn grader has been installed in the plant of the Fisher Grain & Feed Company at Evansville, Wis.

The R. E. Jones Company has purchased the Milwaukee Elevators located at Wanamingo and Kenyon, Minn.

The Farmers Co-operative Elevator Company of Sacred Heart, Minn., will handle coal in addition to its other business.

The old Mutual Elevator at Tansem (r. f. d. Barnesville), Minn., has been sold by Charles Wolium at sheriff's sale.

The elevator of the Marshal & Hammel Grain Company at Little Chute, Wis., has been purchased by John S. Wynboom.

The Sheffield Elevator Company has been incorporated at Minneapolis, Minn., capitalized with stock amounting to \$500,000.

A grain elevator of 15,000 bushels' capacity is to be built at New Richmond, Wis., for the New Richmond Roller Mills Company.

The elevator of Ed. C. Davy at Colfax, Wis., has been disposed of by him to the Northern Elevator Company at Manitowoc, Wis.

Farmers in the neighborhood of Dovray, Minn., have organized and have purchased the elevator of Albert Krueger at that town.

An addition, 18x42 feet, is to be built to the plant of the Meriden Farmers' Elevator & Mercantile Company of Meriden, Minn.

The elevator, formerly the property of the La Crosse Grain Company, located at Alden, Minn., has been purchased by G. A. Swan.

Several reinforced concrete tanks are to be built to the St. Paul Elevator "A" at Milwaukee, Wis., operated by the Donahue-Stratton Company.

The contract has been let by the Farmers Elevator Company of Russell, Minn., for the erection of a new 400-ton up-to-date handling plant for coal.

The Kiester Farmers Elevator Company of Kiester, Minn., has been organized. John L. Wittman is president; M. J. Herrick, vice-president; R. J. Havnen, secretary, and Nels Tufte, treasurer, of

the concern. The capital stock of the company amounts to \$25,000.

The Farmers Co-operative Elevator Company of Atwater, Minn., is to be dissolved. D. F. Senechal and others filed the petition for the dissolution of the company.

The Farmers Elevator Company of Triumph, Minn., has let the contract for the erection of a new elevator with capacity for 40,000 bushels. The new plant will be fireproof.

The American Society of Equity has purchased the elevator and warehouse of E. H. Peterson at Adell, Wis. The plant was built about 20 years ago by Gersmehl & Degnitz.

W. T. Veach has entered into partnership with his father, B. F. Veach, who owns and operates an elevator at Pipestone, Minn. The elevator will be conducted as B. F. Veach & Son.

The contract has been let by the New Prague Milling Company of New Prague, Minn., for the erection of 16 new concrete grain tanks in connection with its present plant. The tanks will cost about \$100,000.

The grain and warehouse business at Dodgeville, Wis., formerly operated by the Ecke Brothers, is now conducted by the Dodgeville Produce Company. August Ecke, Sr., Herman Jochimsen and Edgar Ecke are interested.

The elevator of the Lyon Bros. of Menominee, Mich., at Sturgeon Bay, Wis., has been sold by them to a new stock company in which Chas. Eichinger, Geo. Whitford, Oliver Simon and others are interested. The company is capitalized with stock of \$40,000.

Incorporation papers have been filed for the Eldred Farmers Elevator & Trading Company of Eldred, Minn., which is capitalized with stock amounting to \$20,000. The incorporators of the concern are Ole F. Brunn, J. L. Martin and Johannes Thoreson.

THE DAKOTAS

Numerous repairs are to be made on the Farmers' Elevator located at Neche, N. D.

An up-to-date elevator is to be built at Lostwood, N. D., for the Farmers Elevator Company.

The elevator of the Farmers Elevator Company located at Henry, S. D., is to be improved.

The Andrews Grain Company of Towner, N. D., has purchased the Imperial Elevator there.

The Farmers' Mill & Elevator Company of Milnor, N. D., are making improvements on their plant.

The Pasha Grain Company was granted a state charter to operate at Pasha (Rock Lake p.o.), N. D.

The Farmers Elevator Company of Agar, S. D., has filed a petition for dissolution as a corporation.

A new garage, costing \$6,000, is to be built for the Regent Grain Company of New England, N. D.

The Farmers Elevator Company of Englevale, N. D., will build a new elevator there in the near future.

Numerous improvements are to be made on the plant of the Farmers' Elevator Company at Binford, N. D.

John Bibelheimer has purchased the elevator at Washburn, N. D., owned by the Klein-Johnson Land Company.

A new elevator is under course of erection at New England, N. D., for the Farmers' Co-operative Elevator Company.

The Farmers Equity at Hill Top (mail Roslyn, S. D.), will either build a new elevator or purchase the plant already there.

The elevator of the Atlas Elevator Company at Hecla, S. D., is to be remodeled and new cleaners, legs and other improvements installed.

The Hensel Farmers' Elevator Company of Hensel, N. D., has been organized, with John Coulan, J. M. Kennedy and Fred Puppe as incorporators.

A 16,000-bushel elevator is to be built for the Hubbard & Palmer Company at Spencer, S. D., to replace the plant which burned down last March.

Otto A. Meier, Karl Kiessel and others are interested in the New Salem Farmers' Union Elevator Company which was organized at New Salem, N. D.

The contract has been let by the Farmers' Equity Company of Glen Ullin, N. D., for the erection of a 40,000-bushel elevator. The elevator will cost about \$10,000.

The Farmers Elevator Company of Beebe, S. D., has been incorporated, capitalized with stock amounting to \$10,000. J. F. Hardt and J. W. Hoyle are interested.

The elevator of the Pingree Grain & Supply Company at Pingree, N. D., has been purchased by the Sorenson Bros. The new owners will take possession on July 1.

Robert Roe and E. Newell are interested in the incorporation of the Highmore Co-operative Company of Highmore, S. D. The capital stock of the company is \$25,000.

General repairs are to be made on the plant of the National Elevator Company located at Easby,

N. D. Cleaners are to be installed in addition to other new machinery.

A. T. Dano, John C. Thompson and J. S. Johnson have filed incorporation papers for the Brandt Farmers' Elevator Company of Brandt, S. D. The capital stock of the company is \$25,000.

Electric power is being installed in the elevator of the La Moure Grain & Fuel Company of La Moure, N. D. A new grain cleaner and an automatic scale were recently installed.

The Farmers' Elevator Company of Rowena, S. D., was incorporated, capitalized with stock amounting to \$10,000. The company was formed by S. J. Simons, William Webster and George Mair.

A 50,000-bushel elevator is to be built for the Farmers Elevator at Garden City, S. D. The new equipment will include four legs, several cleaners, 25 bins, electric power, a manlift, car puller and other modern machinery.

The Farmers Grain Company was organized at Maddock, N. D. M. A. Wisness, G. Legried, J. M. Hellesvig, Hans Rangen and A. Hesla are the directors of the company. The company is capitalized with stock amounting to \$15,000.

A new 35,000-bushel elevator is to be built for the Farmers' Elevator Company of Wimbledon, N. D., to take the place of the one which was destroyed by fire. The new building will cost about \$10,000. It is hoped to have the structure ready for occupancy by July 1.

WESTERN

Johnson & Govreau will build a new elevator at Rocky Ford, Colo.

A grain elevator is to be built at Geraldine, Mont., for Smith Bros. & Greely.

The State Elevator Company has purchased an elevator located at Clarkston, Mont.

C. M. McCaw is making plans for the construction of a grain elevator at Prescott, Wash.

Construction work is nearing completion on the new Equity Elevator located at Polson, Mont.

The Waterville Union Grain Company of Withrow, Wash., will build another elevator at that place.

The Farmers' Elevator Company of Briggsdale, Colo., contemplates building a second elevator there.

A cleaner and leg is to be installed in the plant of the International Elevator Company located at Valier, Mont.

The Columbus Farmers Elevator Company, operating at Columbus, Mont., is to be granted a state charter.

Farmers in the neighborhood of Ulm, Wyo., are interested in the organization of a co-operative elevator company.

An elevator with a capacity for 40,000 bushels grain is to be built at Almira, Wash., for the Almira Trading Company.

A grain elevator is to be built at Fenn, near Grangeville, Idaho, for the Farmers Elevator Company of that place.

The contract for the erection of an elevator at Fife, Mont., taking the place of the one which burned, has been let.

The elevator of the Northwestern Grain Company of Tacoma, Wash., which has been closed for over a year, is to be reopened.

Incorporation papers have been filed for the Farmers Elevator Company at Conrad, Mont. The capital stock of the concern is \$40,000.

The Bloyd Grain & Stock Farm was incorporated at Prescott, Wash., capitalized with stock amounting to \$36,000. Sarah J. Bloyd is interested.

The Montana Society of Equity is building a new 40,000-bushel elevator at Toston, Mont. A 20-horsepower gasoline engine will run the machines.

The Gregory Warehouse located at Arbuckle, Cal., has been purchased by Thomas, Stephens & Mattei. The plant has a capacity for 100,000 bags of grain.

The Farmers Elevator Company expects to build a new 40,000-bushel elevator at Nora, near Billings, Mont. A flour and feed warehouse will also be built in connection with the elevator.

The Wray Farmers Grain Company of Wray, Colo., has dissolved as a corporation and has disposed of its business interests to the Farmers' Co-operative Union Elevator & Supply Company of that city.

The Burrell Engineering & Construction Company has the contract for the erection of a 35,000-bushel concrete elevator for the Oakley Milling & Elevator Company of Oakley, Idaho. The structure will cost \$15,000. Work was started on May 1.

The Boston Roller Mill Company of Shedd's, Ore., will build a new 40,000-bushel elevator there. The contract has been let to the Burrell Engineering & Construction Company. The plant will be of concrete construction and will cost about \$12,000.

A grain elevator and warehouse is to be built at Portland, Ore., following the June election there, when a vote will be taken on the \$3,000,000 bond issue recently approved of by the Chamber of Commerce. The proposed elevator will have a capacity

of 1,000,000 bushels and will handle bulk instead of sacked grain and cereals.

The Wendell Milling & Elevator Company of Wendell, Idaho, will build an elevator of 20,000 bushels' capacity there.

The contract has been awarded for the erection of a modern elevator at Sunburst, Mont. The plant will be of 125,000 bushels' capacity.

The Brighton Milling & Elevator Company, Brighton, Colo., will remodel its elevator, increasing the capacity from 40,000 to 65,000 bushels.

The entire holdings of J. L. Chambers of Owatonna, Minn., in Ingomar, Mont., have been purchased by the Montana Grain Ranch Company.

A farmers' company has been organized at Starbuck, Wash., for the purpose of erecting a grain elevator with capacity for 13,000 bushels grain.

The De Pue Warehouse Company of Orland, Cal., has been granted permission to establish "regular" warehouses out of several of its country establishments.

The Farmers' Equity Association of Savoy, Mont., is backing the organization of a company at that place for erecting an elevator and implement warehouse.

F. G. Ernst Lange and A. B. Haslacher have organized the California Grain Company at San Francisco, Cal. The company will handle grain, beans, rice, etc.

J. H. Trumbo, *et al.*, have formed the Farmers Elevator Company which will operate at Buckingham, Colo. The organization is capitalized with stock amounting to \$200,000.

Capitalized with stock amounting to \$24,000, the Pleasant View Elevator Company was organized at Walla Walla, Wash. C. W. Pearson, J. E. Painter and Fred Lasater are interested.

A modern 100,000-bushel elevator is to be built for the Heppner Farmers' Union of Heppner, Ore., on their property adjoining their warehouse. The plant will be of wood construction.

The elevator and milling business of the Las Cruces Milling Company, Las Cruces, N. M., owned by W. E. and A. L. Primm, has been purchased by the Misella Valley Produce Exchange.

The Colorado Milling & Elevator Company recently organized at Denver, Colo., has increased its capital stock to \$6,000,000. The original capital stock of the corporation was \$2,500,000.

The contract has been let by M. K. Ellingson for the erection of a new 300,000-bushel grain elevator at Sweet Grass, Mont. The plant will be equipped with two cleaners, a 16-foot full platform, dump scales, etc.

The International Elevator Company has let the contract for the erection of a 35,000-bushel elevator at Hingham, Mont., which will include 18 bins and which will be equipped with a cleaner, two legs, a platform dump, reinforced cleaner, etc.

The Squaw Canyon Elevator Company of Squaw Canyon (Maldon p.o.), Wash., will build a 35,000-bushel elevator there. The equipment will include two dump scales, an automatic scale of 1,000 bushels capacity, cleaner, elevator leg, short leg to cleaner and distributor. The machinery will be operated by a 15-horsepower gasoline engine.

The Juab County Farmers' Equity, Ltd., was organized at Nephi, Utah, capitalized with stock of \$20,000. The company will build and own elevators and conduct a general farm product business. Isaac H. Grace is president; J. A. Morgan, first vice-president; J. W. Schofield, second vice-president; J. S. Nielson, third vice-president; Will L. Hoyt, secretary.

CANADA

The Howe Grain Company is planning the erection of an elevator at Carmangay, Alta.

A 100,000-bushel elevator is being built at Portage La Prairie, Man., by A. Forsythe & Co., of High Bluff.

The Grain Growers' Grain Company of Winnipeg has let the contracts for a new \$150,000 office building.

The Alberta Farmers' Co-operative Society plans to erect a 35,000-bushel elevator at Grand Prairie, Alta.

The Mutual Elevator Company, Ltd., of Fort William, Ont., has awarded the contract for the erection of a \$20,000 drying house.

The Farmers' Co-operative Company of Calgary, plans to erect 10 elevators of 6,000,000 bushels' total capacity throughout Alberta.

The Premier Grain Elevator & Milling Company, Ltd., of Portage La Prairie, Man., has been incorporated with a capital stock of \$60,000.

It has been recommended by the Quebec Board of Trade that grain storage elevators be built at Quebec, Halifax and St. John ports.

The contract has been awarded for the construction of an addition to the Quebec Harbor Elevator. It will be about 100 feet high, on a site 236x65 feet. The structure is to be built of reinforced concrete on wooden piles, with a tar and gravel roof, with a capacity of 1,000,000 bushels. Structural steel will

be used for the conveyor bridges, and a belt conveyor system will be installed, driven by individual motors. The storage bins will number 109. The plant will be built at a total cost of \$275,000.

Among the towns where the United Farmers of Alberta plan to erect elevators are: Munson, Provost, Bon Accord and Jarrow, Alta.

John R. Smith is promoting the formation of a company to be known as the Terminal Grain Company at Winnipeg, Canada. The purpose of the company will be to operate a chain of Canadian country elevators.

The Goose Lake Grain & Lumber Company, which operates 25 elevators in Saskatchewan, has had plans drawn for a new design of elevator and will erect at least six this year. Last year they erected two 50,000-bushel plants and seven of 30,000 bushels' capacity.

Announcement was recently made by the Grain Growers' Grain Company of Alberta and Manitoba that it would build a \$150,000 lumber mill near Fort George, B. C., where the company will manufacture its own lumber and supply members of their organization with the product.

OHIO AND MICHIGAN

Krug & Ellinger's grain business at Hopkins, Mich., is now operated by Ellinger & Keissing.

A new office is being built to the plant of the Farmers' Elevator Company of Deshler, Ohio.

Capitalized at \$10,000, the Williamston Elevator Company was organized at Williamston, Mich.

The Square Deal Co-operative Elevator Company of Charlotte, Mich., will build a new plant soon.

Work is practically completed on the new elevator of Farrar & Wood, located at Lilly Chapel, Ohio.

A co-operative elevator company is being organized at Corunna, Mich., the project being backed by Joseph Lundell.

The Farmers' Co-operative Elevator Company of Jamestown, Mich., is to be organized with capital stock of \$20,000.

The grain elevator of J. H. Vandenbelt, located at Grant, Mich., has been sold to E. L. Wellman of Grand Rapids.

Thomas Stevens, Benjamin Willer and Grant Bohn's new elevator and mill at Chillicothe, Ohio, has been completed.

Farmers in the neighborhood of Curtice, Ohio, contemplate organizing a company and building a grain elevator for that territory.

The Farmers' Elevator Company was organized recently at Marshall, Mich. The company is capitalized with stock amounting to \$40,000.

Brindle & Ewing has dissolved as a partnership conducting a grain business at Reesville, Ohio. O. M. Brindle has taken over W. A. Ewing's interest.

The Wolf Elevator at Mt. Vernon, Ohio, has been taken over by the Howard Equity Company. The plant was taken possession of by the new owners on April 15.

The Shaw-Turner Company of Lancaster, which succeeds Shaw, Bauman & Co., has made arrangements for the erection of a modern elevator at North Berne, Ohio.

The Northern Grain Company's elevator at Van Wert, Ohio, has been purchased by S. E. Johnson and Ira Gilliland. They will operate under the name of Johnson & Gilliland.

The elevator and general business of A. C. Buchwalter at Weilersville, Ohio, has been taken over by the Weilersville Equity Company. Mr. Messner will be manager of the company.

ILLINOIS

Frank Yates has sold his Rantoul, Ill., plant to Louis B. Holtapp.

The Zorn Elevator, located at Downs, Ill., was sold recently to Mr. Dougherty of Chicago.

The Traders' Elevator Company of East St. Louis, Ill., has been dissolved as a corporation.

The Towanda Grain Company of Towanda, Ill., has been lining stock cars in which to ship grain.

The Farmers' Grain Company of Elwood, Ill., will erect a new 40,000-bushel concrete elevator plant there.

The elevator of Thos. Hoadley, located at La Fayette, Ill., may be taken over by farmers, it is rumored.

The cement and block business of the Downs Grain Company at Downs, Ill., has been sold to E. L. Weaver.

P. F. Grady's interest in the Weedman & Grady Elevator at Farmer City, Ill., has been purchased by C. F. Scholer.

The Farmers' Elevator Company, which was recently formed at Roanoke, Ill., will build and operate an elevator.

The B. K. Byerly Elevator at Catlin, Ill., has been purchased by the recently organized Catlin Farmers' Elevator Company.

The W. H. Suffern Farmers' Elevator at Macon, Ill., has been purchased by C. T. Moore, manager of

the Stonington Farmers' Grain Company. Possession was given on May 1. The plant has a capacity for 40,000 bushels.

G. Housh has disposed of his elevator at Matherville, Ill., to J. Van Gundy of Macon. Possession was given on May 1.

The Rantoul Grain Company of Rantoul, Ill., it is reported, is contemplating building a new elevator at Dillsburg, Ill.

The Downs Grain Company's elevators at Downs and Ford Wood, no p. o., Ill., have been purchased by Scholer & Weedman.

A granary is to be built for F. W. Zelle, a grain merchant conducting a business at Lake Fork, Ill., east of the grain elevator.

A new concrete office is to be built to the plant of the Meredosia Grain Company at Meredosia, Ill. The old office is being torn down.

The elevator and property at Ridgeville, Ill., owned by O. W. Maddin, has been disposed of by him to Wm. Wykle of Mahomet, Ill.

The capital stock of the Whitaker Farmers' Grain Company at Whitaker, mail to Peotone, Ill., has been increased from \$10,000 to \$15,000.

The elevators of the Rogers Grain Company at Jamesburg, Ill., and at Brothers Sta., have been sold to Mark Currant and Tony Barton.

J. E. Frary & Son have changed their corporate name to Frary & Frary. The two brothers will now conduct the elevator business at Prophetstown, Ill.

Work has been completed and operations have been started in the new McCarty Elevator, located near Waverly, Ill. Dan McCarty and I. J. Sears are in charge.

The National Elevator at Chicago, Ill., has been declared "regular." The Bartlett-Frazier Company is the operating company. The plant has a capacity of 1,250,000 bushels.

The Farmers' Grain & Supply Company has installed a 25-horsepower motor in its elevator, located at Warsaw, Ill. The company recently installed a corn and feed mill.

SOUTHERN AND SOUTHWESTERN

A new elevator is being built at Mangum, Okla.

A grain elevator is to be constructed near Enid, Okla., by Henry Baade.

The Chesapeake & Ohio Railway will rebuild the elevator at Handley, W. Va.

David Yoder is interested in the erection of a 5,000-bushel elevator at Thomas, Okla.

A new elevator will be constructed at Plainview, Texas, for R. C. Ayres and E. S. Hall.

The plant located at Gotebo, Okla., is being improved and equipped with new machinery.

The Chickasha Milling Company's elevator at Junction, Okla., has been taken over by Austin & Black.

Feed milling machinery is being installed by the F. A. Smith Grain Company in its plant at Statesboro, Ga.

The elevator of the Farmers' Association at Groom, Carson County, Texas, which burned, is to be rebuilt.

L. A. Lewis has been granted a permit to build an elevator of brick construction at Oklahoma City, Oklahoma.

Logan & Co.'s elevator at Nashville, Tenn., has been transferred to W. P. Tate for the consideration of \$16,000.

Numerous repairs are to be made on the plant of the J. W. Zaring Grain & Mill Company at Richmond, Ky.

L. Motlow expects to erect a new elevator and flour mill at Lynchburg, Tenn. The elevator has a capacity for 50,000 bushels.

Concrete storage tanks with capacity of 30,000 bushels is to be built for J. O. Commons of the Cherokee Mills, Cherokee, Okla.

The salaries of the employees of the Collin County Mill & Elevator Company at McKinney, Texas, is to be increased from 10 to 20 per cent.

W. M. Thomas is interested in the establishment of a modern grain elevator at Quitman, Ga. He will handle grain of all kinds and beans.

INDIANA

A new grain elevator is to be built at Rolling Prairie, Ind.

Farmers of Arcadia, Iowa, are interested in the organization of a grain elevator company there.

A new office building is being erected by the Huntertown Grain Company of Huntertown, Ind.

The Fountaintown Elevator Company of Fountaintown, Ind., has filed preliminary certificate of dissolution.

The controlling interest in the Kirklin Elevator Company at Frankfort, Ind., has been purchased by Leslie Conaroe.

McComas & Brant of Frankfort, Ind., have purchased a site on which they will build a new 40,000-bushel elevator.

C. W. Thomas' interest in the elevator at Corydon, Ind., has been purchased by Eliphalet Hickman. Mr. Thomas will retire.

The elevator of the Harrington Bros. Grain Company at Rensselaer, Ind., has been disposed of to the Farmers' Grain Company for \$11,500.

Ed. Foster and Dr. C. A. Holley are interested in the erection of a new elevator at Fountain (r. f. d. Covington), Ind. The building is to be equipped with improved machinery.

The Pyle Mercantile Company has traded its Whitewater (r. f. d. Richmond), Ind., property with W. L. Henry & Co., for the latter's Collett, Ind., grain elevator and property.

The elevator of the Laporte Elevator Company, Joseph E. Calkins, owner, located at Laporte, Ind., has been sold to the Laporte Gas & Electric Company, which will wreck the elevator.

The H. E. Kinney Grain Company and the Urms-ton Grain Company of Indianapolis, Ind., are interested in the construction of a new grain elevator there, which, when completed, will have capacity for about 500,000 bushels of grain with a handling capacity of 15,000 bushels an hour. The elevator will consist of 29 concrete grain tanks, 80 feet high and 16 feet in diameter with capacity of 15,000 bushels each. The plant will be equipped with modern machinery.

MISSOURI, KANSAS AND NEBRASKA

The elevator located at Dellvale, Kan., is being remodeled.

W. P. Mills has completed his new 15,000-bushel elevator at Kiowa, Kan.

Construction work has been started on the new elevator at Nettleton, Mo.

A new grain elevator is to be built at Plattsburg, Mo., by R. V. Seward & Sons.

A new elevator is to be built at Clare, mail to Olathe, Kan., for S. F. Hacker.

Work has been commenced on the construction of a new elevator at Gresham, Neb.

J. W. Beer is interested in the construction of an elevator and alfalfa mill at Waco, Neb.

A new office building is to be built for the Farmers' Elevator Company at Simpson, Kan.

A new elevator is to be built for the Farmers' Union at Hilton, mail to McPherson, Kan.

An up-to-date elevator and flour mill is to be built at Emporia, Kan., for B. E. Teichgraber.

The plant of the Morrison Grain Company at Glasco, Kan., which was burned, is to be rebuilt.

The Fish Elevator, located at La Crosse, Kan., has been taken over by Henry Weigand and C. Smith.

A new elevator is to be built for the Great Western Alfalfa Milling Company of Lexington, Neb.

New coal sheds are to be built to the plant of the Central Granaries Company at Stamford, Neb.

The elevator and stock business of E. W. Clossen at Shales, Neb., has been purchased by John Davis.

The Oakdale Milling Company of Oakdale, Neb., will increase its storage capacity by 25,000 bushels.

The Eagle Mill & Elevator Company of Higginsville, Mo., will build a modern elevator at Aulville, Mo.

An addition is to be built to the office of the Farmers' Elevator Company, located at Cortland, Neb.

The Moundridge Milling Company of Moundridge, Kan., is to build an 8,000-bushel modern elevator at Hesston, Kan.

The Lawrenceburg Elevator at Clyde, Kan., has been taken over by the Clyde Co-operative Supply Company.

The Baker & Cromwell Elevator, located at Huron, Kan., is being torn down and a new plant is being built in its place.

A new elevator with capacity for 40,000 bushels is to be built at Wakeeney, Kan., for the Hardman Lumber Company.

The R. B. Seward Grain Company of Camden, Mo., is erecting a new elevator, with a capacity of 15,000 bushels, at that place.

A 16,000-bushel elevator is being erected at Herkimer, Kan., for the Herkimer Co-operative Livestock & Grain Company.

A 15,000-bushel elevator is to be built for the Farmers' Co-operative Elevator Company of Colton, mail to Sidney, Neb.

The Equity Elevator & Mercantile Company of Lohman, Mo., has been incorporated, capitalized with stock amounting to \$50,000.

The Zenda Grain & Supply Company of Zenda, Kan., is contemplating the installation of a cleaner and manlift in its elevator there.

F. F. Weber is president and O. Monsen is secretary-treasurer of the Farmers Elevator Company which was organized at Butte, Neb.

The Farmers' Lumber & Grain Company was chartered recently to operate at Onaga, Kan. The capital stock of the company is \$16,000.

WARNING!

The largest corn crop in history is being planted in sections where the ground is warm enough, and in many other sections the prevailing cool and wet weather has retarded planting. There will be the greatest quantity ever produced and the greatest exportation of corn in our history.

If the cool weather continues there will be a great proportion of immature corn also, and all of this leads up to your consideration of the

HESS GRAIN DRIERS and the **HESS OUT-DOOR CONDITIONERS**

There will be more need of and more profit in operating these machines than ever before. There are other weighty reasons why your consideration of our drier proposition should be early and definite.

The supply will be limited. Prices will be higher. Mechanics, everywhere, are enlisting in government service, which results in curtailed factory production. Some of our best men have already gone.

Metal working factories are wanted for government use. During the Spanish war we operated night and day on cooking equipments for the army, to the exclusion of other work.

Our factory is listed as available for government use, and is offered for military purposes. If it is taken, HESS DRIERS will be scarce next fall.

Metals are high in price and difficult to obtain, and after they are bought, the railroads are slow to deliver them. Right now the government is arranging to take the entire steel output and cause the cancellation of contracts with commercial and private consumers. The pending increase in freight rates will add to the cost of materials and of the finished machine.

Fortunately, by beginning last fall, we collected the largest supply of material we ever owned, and at prices we cannot duplicate now. Early buyers will get that material and our services at the lowest prices of the year. We will serve late buyers to the very best of our ability, of course, but we will be handicapped by conditions entirely beyond our control.

If, therefore, you are needing a drier or conditioner, get at the matter early and you will be the gainer. We will be glad to supply information and estimates when requested.

HESS WARMING & VENTILATING CO.
1210 TACOMA BLDG. :: CHICAGO, ILL.

Moisture Testers also, (Brown-Duvel).

FIELD SEEDS

New seed cleaning machinery is being installed in the plant of D. I. Bushnell & Co., at St. Louis, Mo.

An addition is being built to the warehouse of the Franklin Seed House located at Beaver City, Neb.

Two new buildings are to be built at Dalton, N. Y., for W. D. Burt in which he will carry on his seed business.

The Rogers Bros. Seed Company of Idaho expects to conduct a seed business in Dillon, Mont., in the near future.

Extensive improvements are being made on the plant of the Minneapolis Seed Company located at Minneapolis, Minn.

The Maxim Hershey Seed Company has been formed in New York City at No. 81 New Street to handle clover, field and grass seeds, etc.

The Kilgore Seed Company is now occupying a new warehouse and office building at Plant City, Fla. The plant is modern and complete to every detail.

A large seed plant is to be built for the Ferguson Seed Farms of Sherman, Texas, enabling the concern to handle about three times its present amount of business.

J. W. Ratekin is no longer president of the Ratekin's Seed House in Shenandoah, Iowa. The company was recently organized and handles a general line of seed.

D. G. Sutton, L. K. Ellsberry and F. O. Withrow are contemplating the establishment of a seed corn plant at Nevada, Iowa. L. K. Ellsberry will be manager of the new concern.

A fireproof seed house costing \$200,000 is to be built for the L. Teweles Seed Company of Milwaukee, Wis. The plant will be of reinforced concrete, brick and steel construction, 150x180.

New seed cleaning equipment has been installed in the branch store of the Caskins Seed Company of Arcadia, Fla., at Fort Myers. The company is also building a branch store and warehouse at Moore Haven.

A stock company has been formed at Emmetsburg, Iowa, by E. H. and E. B. Soper, H. W. Beebe and Robt. Laughlin. The company will build a seed house there. Capital stock of the company amounts to \$25,000.

Henry Fish, formerly president of the Henry Fish Seed Company of Carpinteria, Cal., is now president and general manager; Thomas N. Fish is vice-president and treasurer. Henry B. Fish is no longer with the concern.

J. D. Bacon has contracted with T. E. Ibberson for a new up-to-date seed house to be built at Grand Forks, N. D. The plant will be equipped with motors, two cleaners, car shovel, puller, feed mill, dump scale and other modern devices.

Incorporation papers have been filed for the Griswold Co-operative Association of Griswold, Iowa, capitalized with stock amounting to \$10,000. The

company will engage in a general seed, grain, hay and livestock business.

For the purpose of conducting a wholesale and retail seed business, the Seavey-Bailey Seed Company was organized at Missoula, Mont.

C. D. Coventry is now secretary of the W. W. Barnard Company of Chicago, Ill. He fills the place left vacant by the resignation of Arnold Ringler.

H. F. Reils will start a seed store at Tampa, Fla., carrying a full line of garden, field and flower seeds. He was formerly vice-president of the Allen & Reils Seed Company of Tampa.

A modern seed corn plant is to be built at Kentland, Ind., by Harry and Howard Ainsworth, who are associated with their father, W. T. Ainsworth, in the concern of W. T. Ainsworth & Sons Seed Corn Company of Mason City, Ill. The plant will be conducted under the firm name of Ainsworth Seed Company. The new establishment will be modern in every respect and will have a capacity of 30,000 bushels.

TOLEDO SEED MARKET

Southworth & Co., of Toledo, Ohio, say of the seed market in their letter of May 12: Clover seed is at record prices for this time of year. Result of investment buying based on extensive winter killing and many fields plowed up for corn and oats. Grains have right of way in war time. Advances induced profit-taking sales, which were easily absorbed by the market. Little short selling. Good support on declines.

Clover still faces the weather hazard of mid-summer and early fall. Highest prices usually made during that critical period. High prices now must be judged by the present unusual price scale of practically all commodities. October clover has been pretty active on the whole.

L. TEWELES SEED CO.
MILWAUKEE, WIS.

*Red, White and Alsike Clover
Timothy and Alfalfa Seed*

Seed Corn

Field Peas

YOU CAN'T READ ALL

the market news. Get a summary of it once a week in our Weekly Review. Highlights of the week—facts, figures and factors—grouped for easy, quick reading and reference. Postal request starts it your way.

SOUTHWORTH & CO.

Grains Seeds Provisions
TOLEDO, OHIO

SEEDS

Grain, Clover and Grass Seeds
CHAS. E. PRUNTY
7, 9 and 11 South Main St. SAINT LOUIS

**Grain and
Seeds**

WANTED

We are in the market for clover seed, screenings, tailings, and badly bucked clover seed. Send samples to THE KING SEED CO., North Vernon, Ind.

FOR SALE

Perennial Rye Grass, Italian Rye Grass and Crested Dogtail. Highest grades re-cleaned and tested. C. i. f., U. S. Ports. Samples and offers on request. McCLINTON & CO., Belfast, Ireland.

SUDAN GRASS SEED WANTED

Will buy carloads or less pure seed. State quantity you have and price wanted. TEXAS, Box 10, care "American Elevator and Grain Trade," Chicago, Ill.



SEEDS



BUYERS AND SELLERS

Medium, mammoth
Alsike, White Alfalfa, Timothy Grasses, etc.

MAIL SAMPLES

ASK FOR PRICES

Milwaukee Seed Company



"The Live Clover House"

MILWAUKEE, WIS.

RECEIVERS and SHIPPERS
of

all kinds of grain and field seeds, mill products, hay, cotton seed and cotton seed products, sugar, rice and coffee.

Car Load Lots

WHITE GRAIN COMPANY
LUFKIN, TEXAS

N. L. WILLET SEED CO., Augusta, Ga.

Get Willet's Cotton Catalog and get Willet's Wholesale Bulletin on Southern Oats, Ryes, Vetches, Burr Clover and Natal Grass Sets. Large dealers in Cowpeas, Soy Beans and the various Velvet Beans.

Cochrane Quality Field Seeds Are the
BEST THAT GROW

Twenty buying stations in the producing sections of Wisconsin and Minnesota enable us to buy the "cream of the crop." Write for quotations and samples.

T. H. Cochrane Co., PORTAGE, WISCONSIN

We want to buy Clover, Alsike, Timothy, Alfalfa
White Clover.

WE BUY AND SELL

Seeds

Write Us Your Needs

SCHISLER-CORNELI SEED CO.

St. Louis, Mo.

The ALBERT DICKINSON COMPANY

GRASS SEEDS FIELD

To Meet Demands Of

Chicago

PURE SEED LAWS

Minneapolis

HAY, STRAW AND FEED

An addition is being built to the City Feed Yard located at Delavan, Ill.

The feed business has been entered into at Sherard, Ill., by Ray C. Morgan.

A feed and flour business has been opened up at Leeton, Mo., by J. W. Walters.

Shetterly Bros. have been organized at Lapel, Ind., to deal in hay, feed and grain.

A. G. Lazenby's feed store at Keosauqua, Iowa, has been taken over by A. A. Peters.

Capitalized with stock of \$10,000, the Ross Feed Company was formed at Wichita, Kan.

A new building is to be erected at Burke, N. Y., by W. C. Sherwell for his feed business.

The feed business of C. Stover at Laporte City, Iowa, has been sold by him to Simon Kerstetter.

Ed. L. Austin's feed business at Franklin, Neb., is now owned and operated by James Sturdevant.

Roy Andrews has disposed of his hay and feed business located at Oroville, Cal., to Lantz & Lantz.

John Weeding has disposed of his feed and flour store located at Crosby, N. D., to H. P. Brackelsberg.

J. L. Knapple and H. I. Bailey have taken over the feed and flour business of W. L. Turner at Kearney, Neb.

The feed business of Hokanson & Anderson at St. Croix Falls, Wis., has been purchased by John P. Hold.

A new store has been built for Marvin Ward at Savannah, N. Y., in which he will conduct his feed business.

The capital stock of the Berne Grain & Hay Company of Berne, Ind., has been increased from \$30,000 to \$60,000.

The feed and flour business of the W. E. Buell Company at Clinton, Iowa, has been purchased by W. H. Rounds.

The fuel and feed business of B. S. Buell at Oak Park Sta., Sacramento, Cal., has been taken over by Gordon Culver.

The feed and flour business at Brushton, N. Y., formerly the property of Irving Peck, is now operated by Peck & Brush.

John Bauman has started to build a new building at Niles, Mich., in which he will conduct a feed, seed and flour business.

Frank W. Webster and others have organized the Decatur Feed & Grain Company to operate at Decatur, Ala. The capital stock amounts to \$9,500.

S. S. George and C. E. Hook have formed a partnership at Cumberland, Wis., and will conduct a feed, flour, coal and livestock business under the firm name of Hook & George.

Incorporation papers have been filed for Ray & Co., of Tillamook, Ore., to deal in hay, feed, grain, etc. The company has also another branch, the Cloverdale Mercantile Company, which will deal in feed and hardware at Cloverdale.

Burglars broke into the office of the Paxton Flour & Feed Company located at Carlisle, Pa., blew up the safe with nitro-glycerin and escaped with a small amount of currency. Serious damage was done to the office by the explosion.

ST. LOUIS HAY MARKET

Feeling is stronger as the indications are for lighter receipts and we advise prompt shipments as we believe shipments made now would arrive here in a good time to sell at possibly a higher range of prices than the present quotations.

Prairie hay is in scant offerings and demand urgent, particularly so for the best grades which are scarce and wanted. There has been very little prairie coming into this market for some time past and buyers took what little offered at a very high range of prices, leaving the market practically bare of all grades and the trade is unsupplied and we advise prompt shipments.

Alfalfa hay is ruling strong with an excellent demand for all grades. There is not near enough alfalfa coming in to supply the trade and shippers that have some on hand should make a special effort to get it on this market promptly and take advantage of the prevailing prices which are very good and much better than they will be later on when new alfalfa hay is fit to market. If we should get favorable weather, new alfalfa will be ready to ship pretty soon from Oklahoma and Texas.—Mullally Hay & Grain Company, St. Louis, Mo., in their letter of May 12.

SOUTHERN CORNFIELD OR COW PEA

In a bulletin of Chas. E. Prunty, grain, clover and grass seed dealer of St. Louis, Mo., the Southern cornfield or cow pea, a tropical plant, which has become acclimated to the short season of hot weather in Missouri, is discussed. Like all Leguminous plants, they thrive under the shelter of other plants; consequently, are most commonly planted in cornfields when the corn crop is being laid by. The cow pea grows quickly and smothers useless plants, such as pursley, amaranth, ragweed, mallow, vervain, irigeron, stramonium and cocklebur. This legume may be pastured without injury to the corn and makes good silage. The plant ceases to grow in October, when the weather is unfavorable to make hay. Along with corn fodder, in alternate layers, the silage may be stacked in a pen and weighted down so as to exclude air. Cow peas are also planted on grain stubblefields and are often more valuable as a crop than the wheat which it follows. The function of the peas is to combine the free nitrogen of the air into a soluble salt in the soil, for the use of the crops to follow. Cow peas are not to be planted until the soil is warm; August the first is not too late.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

MACHINERY

FOR SALE CHEAP

A 22-horsepower Howe Gasoline Engine in A-1 condition. HOWE SCALE COMPANY, 1315-25 Wabash Ave., Chicago, Ill.

FOR SALE

Sixty-horsepower engine, 90-horsepower boilers, 50 pulleys, shafting, dump irons, dump controllers, Spencer hay bailer; all in good condition. Your own price. J. R. STARR, Winamac, Ind.

ELEVATORS AND MILLS

FOR SALE

A 75-barrel steam flour mill and 30,000-bushel elevator, located in best wheat section in central Missouri. Twenty years' established business. Part terms, if necessary. B. R., Box 12, care "American Elevator and Grain Trade," Chicago, Ill.

WANTED TO LEASE

Two or three elevators north of Springfield in central or western Illinois, from one to three years, with option of buying, either during or at expiration of lease. If interested, direct reply stating lowest terms, location, description, condition and capacity of house, number of bushels handled per annum and what competition, to E. P. CONOVER, 504 Ferguson Bldg., Springfield, Ill.

BAGS

FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

NEW YORK RETAIL FEED BUSINESS FOR SALE

Located with switch. No machinery except hoisting engine. All buildings in A-1 shape, and with or without one of the finest homes in this section. Our place has one of the largest plants Sheffield Farms Slawson Decker Co. (Milk Plants) have. This is a heavy dairy section. C. M. BOORN, Seward, Schoharie County, N. Y.

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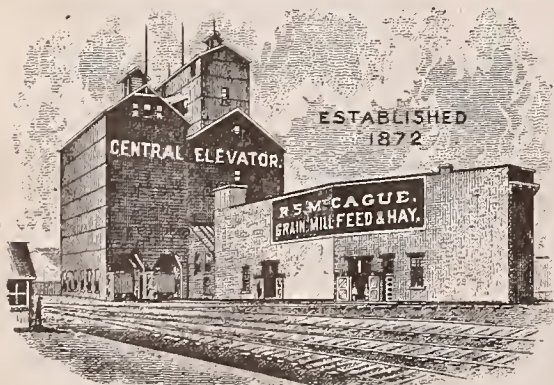
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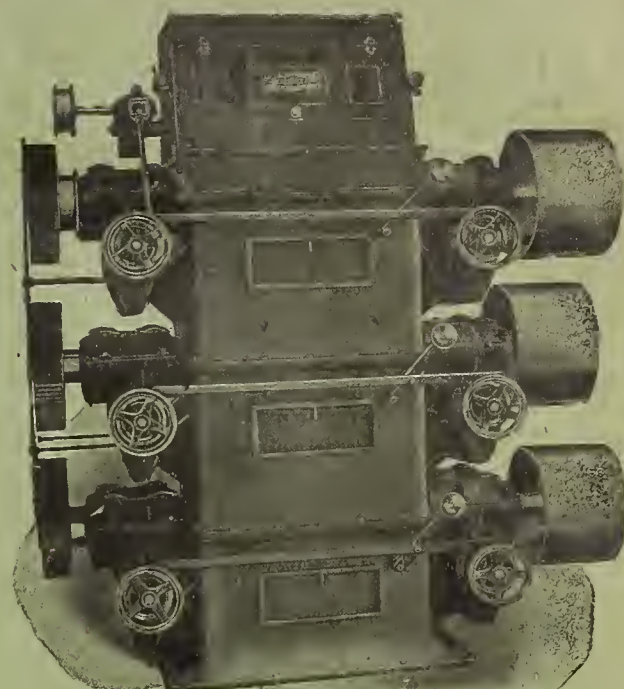
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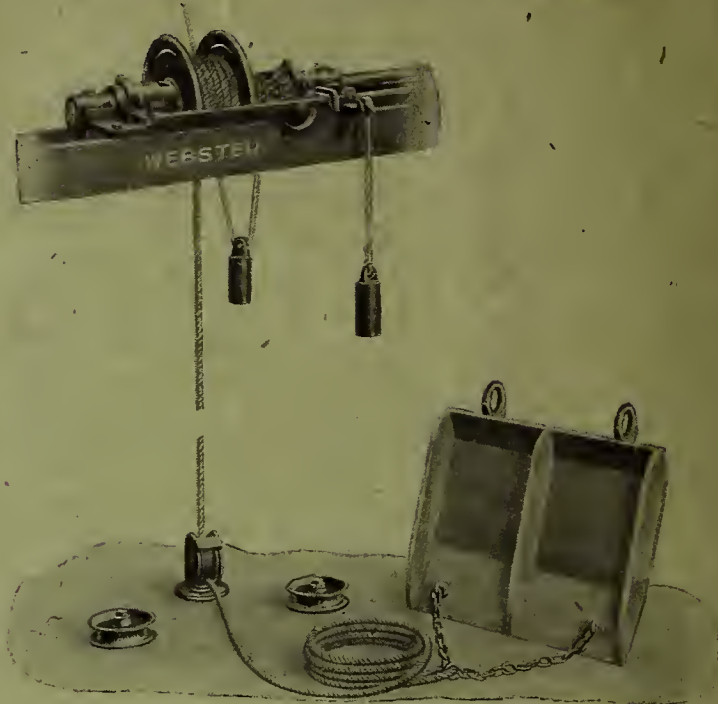
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